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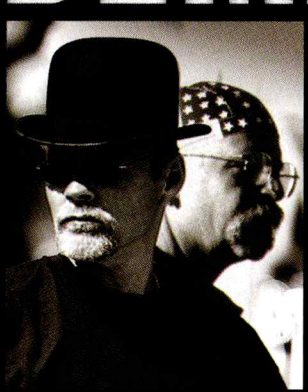

Special thanks to Yamaha owners and STAR members (above, from top left): Kenneth Moen, Ulysses J. Harvey, Tom Tischner, Dave Smith, Arnold Lloyd, Stan Suwarsky, Ed Stutzer & Sherri Dickerhoff. (right): Steve Caudill, Josie Williamson & Michael Desmond.

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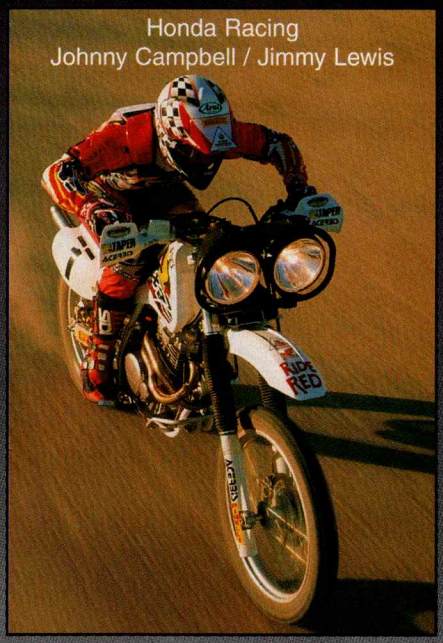
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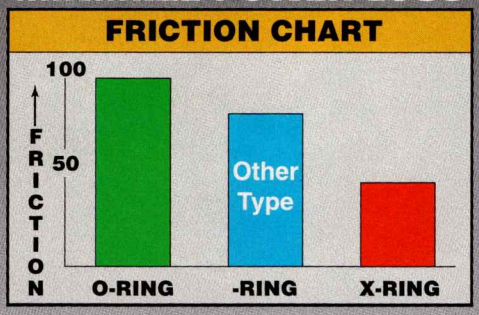

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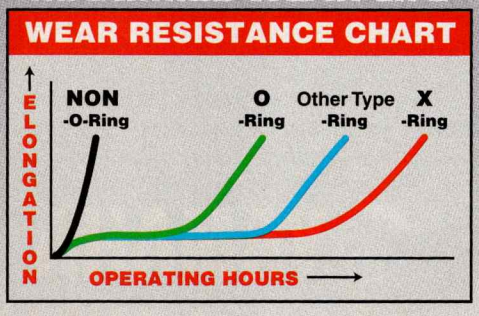

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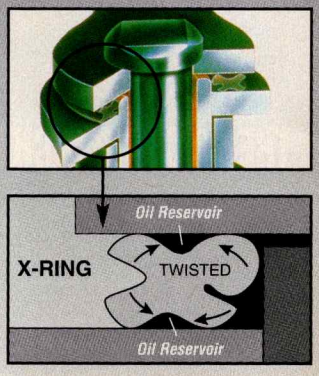

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March 2001

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on the cover

Down boy! Suzuki's new GSX-R1000 packs 140 horses into a 430-pound package and guarantees head-high wheelies and lurid power slides. Turn to page 32 to see The Butcher sampling anti-gravity at Road Atlanta.

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lean angle

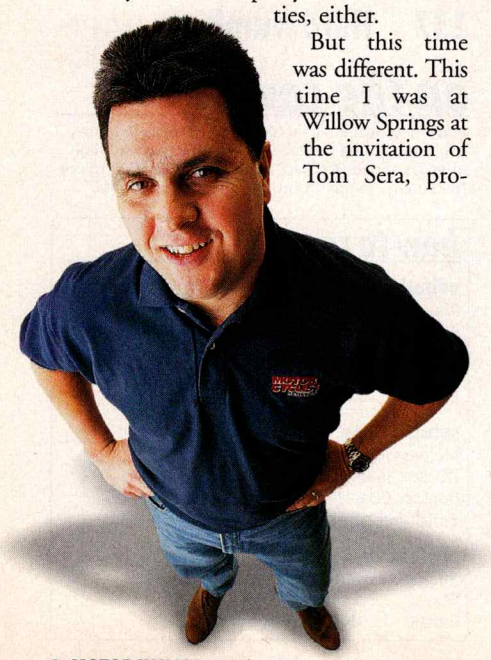
Back on Track

IT WAS LIKE MOST OTHER RACETRACK EXPERIENCES, really: ride like hell for 20 minutes, focus so totally you forget who you are, get the checkered flag, back 'er down on the cool-off lap, pull into the pits, park the bike, yank off the helmet, pull the earplugs, unzip the leathers, fall into a lawn chair, chug some Gatorade...

...and there the similarities stopped. Because I then did something I hadn't done in that particular situation in years: I laughed out loud.

I'll explain.

See, we're at the racetrack every month or so, and we've usually got the place to ourselves, which means the riding is nearly unlimited. But it's not the massive fun-fest your brain's now conjuring up. For us, the pace and stress can get plenty sicko at a track test, where there are photos to arrange, notes to take, tires to change, suspensions to adjust, data-acquisition systems to tweak, lap times to record, egos to soothe, arguments to settle, lunch to arrange—and all before we run out of daylight, which is doubly difficult during the winter months. And then there's the grim spectre of an end-over-end crash to consider. Imagine turning the only available example of so-and-so's latest sportbike into a sugar donut just days before the comparison story you've just *gotta do* is set to go to the printer. Being a Type-A worrywart certainly doesn't help my relaxation abilities, either.



But this time was different. This time I was at Willow Springs at the invitation of Tom Sera, proprietor of Fastrack Riders (661/256-8660 or www.fastrackriders.com), a Southern California-based track school that offers track time to racers and street riders of all abilities, beginners included. (See our July 2000 issue for a feature story on Fastrack.) This time I was able to relax; I had no deadlines, nothing to arrange or shoot or decide, and I was able to simply ride around and enjoy *just riding around.*

And I *did* have fun, more, in fact, than I'd had in years trackside. Part of it, of course, was not having anything other to do than flog the GSX-R750 test bike I was riding (shod with fresh Dunlop D207s) mercilessly lap after lap. No back and forth for photos. No energy directed toward consistent laps for the stopwatch. I even got to work on my riding a bit.

Another key was not being limited to any particular group within the Fastrack system. In addition to giving me the leeway to ride with any of the five separate groups, Sera allowed me to help Thad Wolff with the beginner class. I've done exactly zero on-track teaching in my 16 years of roadracing, though my bazillion laps at Willow did allow me to impart a bit of basic track knowledge to the 30-odd racetrack newcomers that day. It sounds cliché, but helping folks improve their riding skills turned out to be highly rewarding.

Most of all, my day with Fastrack reminded me why I got into sportbikes, sport riding and, eventually, roadracing in the first place: the challenges, thrills and satisfaction of doing something that's not easy to do.

All of which explains why so many of you are gaga over track days and track schools these days. One thing's for sure; I'm gonna catch as many as I can this coming season. Hey, anybody got Freddie Spencer's number handy?

Ride well.

Mitch Boehm, Editor

MOTORCYCLIST

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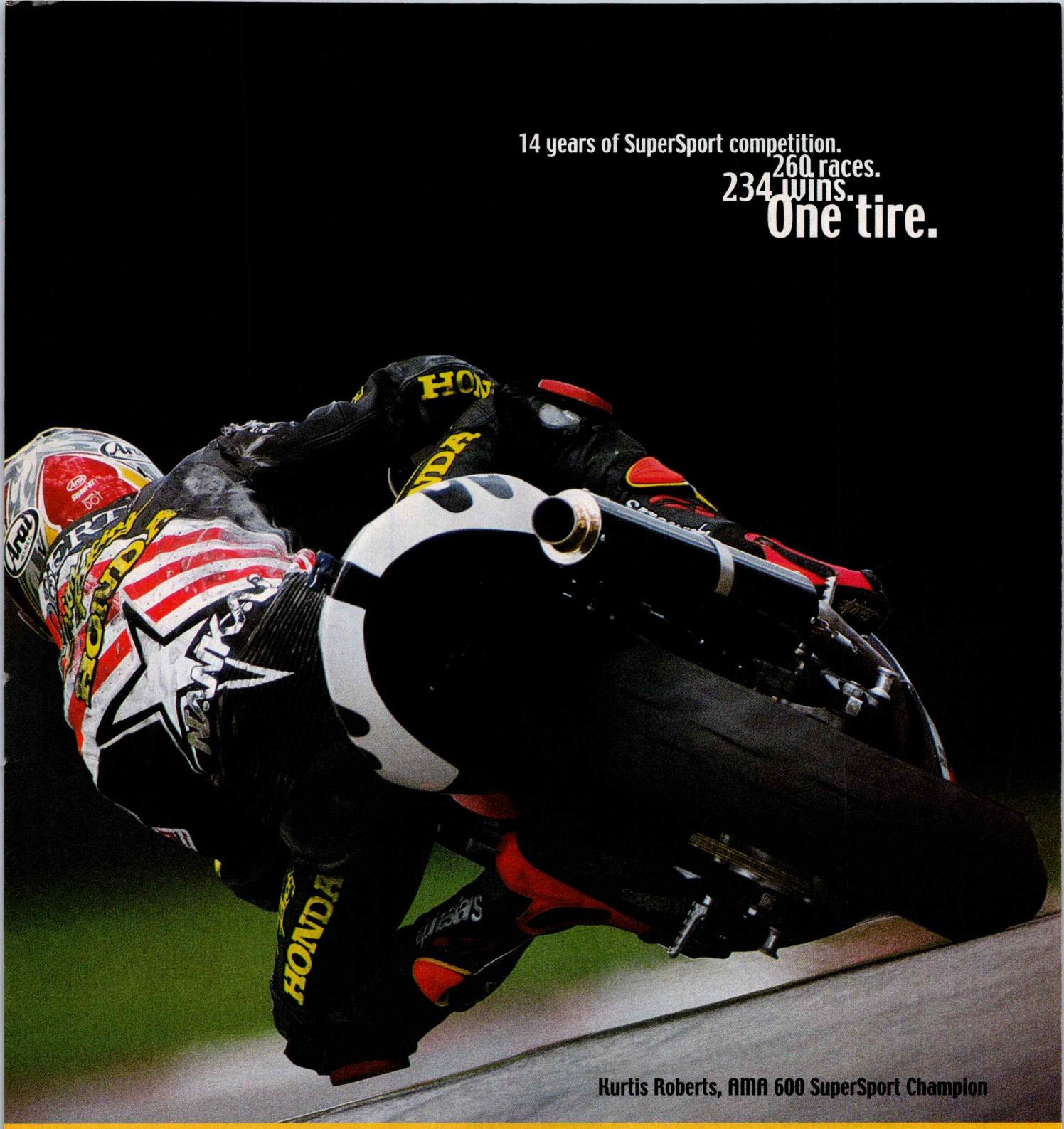

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megaphone

by Art Friedman

Gordon Jennings, 1931–2000

FOR AS LONG AS I'VE BEEN RIDING MOTORCYCLES, Gordon Jennings has been part of the scene. When I started in the early 1960s, Jennings was Technical Editor of *Cycle World*, which, thanks to the bravery and commitment of owner/publisher Joe Parkhurst, had dared to become the first modern motorcycle magazine willing and, thanks to Jennings, able to criticize the products it tested. Jennings was three or four cuts above others trying to write about bikes back then, in intellect, involvement and technical sophistication. He became my guru and changed my life in many ways before I ever met him.

When Jennings wrote something, it carried major weight. Because he was a roadracer, I had to do it, too. Jennings helped revolutionize Harley-Davidson's racing equipment when he created the compact "low boy" frame for the company's flathead racing engine, which delivered significant aerodynamic and handling advantages. His "Two-Stroke Tuner's Manual" was the definitive reference for those of us prone to tampering with our valveless wonders. I had three copies, the last of which I unfortunately gave away a few years ago to stop a friend from begging so pitifully.

I can still remember huddling over his first issue of *Cycle* with another enthusiast buddy. Bill Ziff had pirated Jennings away from *Cycle World* to run the magazine he had purchased from Floyd Clymer (who'd in turn bought it from its creator, Petersen Publishing Company). Under Jennings's editorship, the revitalized magazine was a revelation. For the next few years, whether in high school or college, whenever *Cycle* arrived, everything else stopped. I once missed a history test because of this. And I wasn't alone; it quickly became the largest-circulation motorcycle magazine in the world.

His technical pieces often drew me in over my head. When Jennings said that cutting off the stingers on your two-stroke's expansion chambers and pushing them down into the chamber's body could increase power and decrease noise, I did so without hesitation. I never could tell any difference. At one point, he did a series of articles about transforming Honda's CB450 into a roadracer. So I spent that Wisconsin winter following suit on my 450, even though Kawasaki's ferocious H-1 triple was already on the streets. I had everything done except some final tweaking when the new copy of *Cycle* arrived with a photo of Kawasaki's new H-1R production roadracer on the cover. My CB450 blew up in its first race, and I ended up buying an H-1R.

Gordon Jennings, sitting for photographer James Brown in March 2000.

Along in there Jennings disappeared from the pages of *Cycle*. He reappeared as Editor of the more prestigious *Car and Driver*. It appeared to be a promotion based on his editorial strengths. Some years later I learned that Jennings had been in a horrific crash, which didn't quite kill him but made riding motorcycles out of the question for some time. His employers moved him over to solve problems at another book rather than lose him.

By the time Jennings resurfaced in *Cycle* I was a cub reporter at *Cycle News*, where we enjoyed taunting the monthlies. *Cycle* moved to California about that time. The Editor, Cook Neilson (who Jennings had hired), took up roadracing, and he and I became friends. Through Cook I finally met Jennings. I asked Jennings about some purportedly cool car, and was hugely reassured to hear his response. "It's a shitbox. They're all shitboxes."

My firsthand acquaintance left me both more and less in awe of Jennings. His penetrating comments and quick wit were a joy, but I also saw that he sometimes tried too hard to make the facts fit the technical theories. One day at Riverside I returned to my pit to find Jennings on the ground looking at the bottom of my Kawasaki H-2 racebike. He was trying to find where we put the brace that kept the bike from wobbling. The only problem was that there wasn't any. It simply didn't wobble. Years later Jennings asked again. "Look," he said, "it's ancient history now. What did you *really* do?" I don't think that he ever believed that the only changes were visible ones—shocks, tires and a Monotrack swingarm kit.

Jennings was often termed curmudgeonly, though I never saw it. He was just an inordinately intelligent, informed human being who wasn't inclined to let morons run anything much more important than a gas pump.

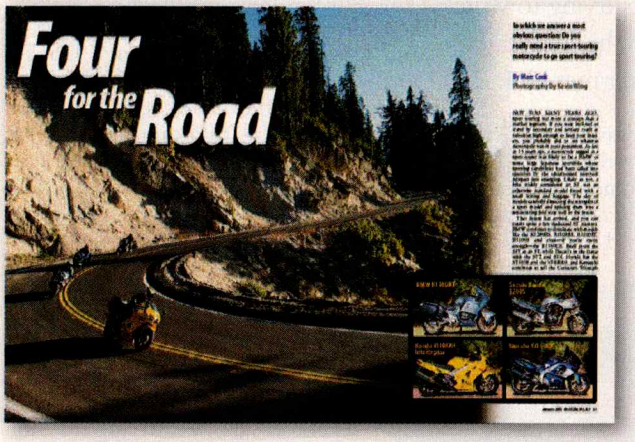
What probably endeared Jennings to motorcyclists the most was his unflinching assaults against bureaucrats who were attempting to ignorantly tamper with motorcycling and related matters. His sense of government incompetence probably rose from his childhood when, as a 10-year-old growing up in desolate Brawley, California, his best friend was suddenly dragged off to an internment camp because he was Japanese. In the 1970s, Jennings stumbled on the infamous "backward bike," a government project to build a motorcycle that steered the rear wheel instead of the front. In their worst

continued on page 98

backfires

FOUR FOR THE ROAD

Your four-bike comparison ("Four for the Road," January 2001) was interesting, especially because three of the four made my short list. The BMW was more money than I wanted to pay. After considering value, performance, ergonomics for my 52-year-old-body and ease of maintenance (I like to do my own), the Bandit emerged a clear winner. I also like the styling. By



the way, it looks much better in maroon than silver. Another plus was being able to see that big motor hanging out in the breeze. And a clock and fuel gauge to boot!

David White
Tallahassee, FL

Nice comparo, interesting choices. I do say my heart skips a beat when I see the new Suzuki 1200S Bandit. Come on, big engine, 4-into-1 exhaust and the coolest fairing on the planet. An exciting upgrade from my Suzuki GS1100G.

Cory S.
Salinas, CA

Next time you compare sport-tourers and see fit to include BMW, please choose the K1200RS instead of the RT-hammock. The bikes in your comparo are all sportbikes with some ridiculous claim toward tourability. I've owned a VFR—and it's no touring bike. The K12 packs 130 rear horses, mucho torque and will blow away most of these bikes in almost any condition. It's perfect for carving the highways and slicing the curves in any weather.

Scott Warner
Via e-mail

Ahhh, what bike would you be owning, Scott?—Ed.

I try to keep my complaining to a minimum, but I knew before I even opened the January 2001 issue that I'd have a gripe. I am curious how any article that addressed sport touring would not include the Triumph Sprint ST. I know this leads to, "Why not the Ducati ST2/4? etc.," but no other bike has hit the nail on the head as well as the Sprint. Not only does it have all the power you could want but it also handles beautifully and can be had with matching hard bags. Now I may be just a little one-sided in my opinion, but you certainly left out a major player in your game.

John McHan
Via e-mail

Ahhh, what bike would you be owning, John?—Ed.

A big thank you to Kevin Smith for his comments in the January issue's sport-touring comparo sidebar. I have often whined about not including the ST1100 in any sport-touring discussion. Your last test was back in 1996. But Smith sums up the ST succinctly. The ST1100 is the perfect bike to keep up with the VFR in the twisties and to really shine while blasting down the interstate in total comfort. When the road turns straight—as it does in the Midwest—my buddies always complain about aches and pains, and I just smile. Thanks for the dead-on assessment of one of the finest motorcycles on the planet.

John Stinnett
Marysville, OH

Here's a question: Who needs an overweight sport-tourer when so many of today's sportbikes (the YZF600R and VFR800 were perfect choices, by the way) offer decent long-haul comfort *and* can provide grins-a-plenty when the road turns twisty? Nuff said.

Ben Bradley
Via e-mail

John Stinnett from Ohio, maybe?—Ed.

DON'T GIVE UP

I read with interest the letter from Jim McClung (December 2000) about not riding his bike because of the kids and the resulting responsibilities. I was in the same boat while my kids were growing up. Twenty-something years ago I had a tricked-out '74 Yamaha RD 350, but then I, too, put the "toys" away. Every summer I'd get that urge to get another bike, but it usually disappeared after a week or so. Not so this year. I'm now 47, the kids are grown and out of the house, and the urge would *not* go away. I looked, looked and looked, at Suzuki, Yamaha, BMW, etc. The Missus was not excited at first; she, too, remembered the nut on the rice-burner, and picking me up after I snuffed it into a guard rail. I finally settled on a BMW K1200RS.

I can tell you for sure Jim, there *is* life after the kids. I never enjoyed riding like I do now. I've put more miles on it in three months than I ever did on my RD in four years. I can't get enough of it. If I just didn't have to work to pay for the darn thing! The neat thing, too, is you will likely be able to afford something really nice. When I was at the dealer there was a bunch of people there buying new bikes, and they all had the same story: had bikes B.C. (Before Children), put them aside, and now they're ready to renew the relationship. Hang in there Jim, be patient. Enjoy the kids while they're young, because they won't stay like that for long. Then you and the Missus can stop by to visit with all your leather on, embarrass them, and blast off down the road as they say, "Just be careful on that thing," like ours do.

Chris Barritt
Mount Airy, MD

THE NAME GAME

Re: Lean Angle, January 2001. What's in a name? I'll tell you: a sale! When I first saw the Euro market "Fazer," I was foaming

at the mouth. Being the proud owner of a pristine 1986 Fazer, I jumped on the phone to my local Yamaha dealer and ordered the first one they could get their hands on. But when I found out the bike

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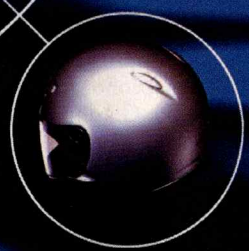

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would be called the FZ1, I immediately canceled the order. As the FZ1, all I see is a stripped-down R1. As the Fazer, I saw the rebirth of my original, which would have looked great in my garage next to my '86. So what's in a name? *Everything!*

John R. Shupp
Lehighton, PA

We could be wrong, Shupp, but we think you might be in the minority on this one. Just a guess, though.—Ed.

GOODBYE GORDO

I just logged onto my favorite Web site and learned of the passing of Gordon Jennings. As a longtime biker and auto enthusiast, I was an avid Jennings fan and reader for more than 30 years—all the way back to his *Cycle* and *Car and Driver* days. And while I never met the man, he was always a mentor and friend whose work was both educational and entertaining. With the loss of both Greg McQuide and Gordon, it's been a rough year at *Motorcyclist*, and the sport is most certainly diminished without them. My most heartfelt condolences to his family, colleagues, fans and friends.

Steve Biro
Freehold, NJ

I remember reading Gordon's articles in high school when he was at *Cycle*, so I think I'm spotting you a few years. I particularly remember an article about a project CB350 racebike that was intent on spitting him off, and seem to remember a sequence of photos of him riding out a big tank-slapper, laughing at his description of it until I cried. I have particularly enjoyed his return to motorcycle journalism, often reading his column first. To top it off, the photo of him reminded me of my (late) Dad, right down to the jacket. Godspeed, Gordon.

Don MacQueen
Via e-mail

As a kid, the two biggest influences in my life were the Beatles and *Cycle* magazine. Just as John Lennon changed the face of music forever, Gordon Jennings's brilliant words shaped motorcycling in America. Although he never knew, he was my hero and mentor, vividly painting my motorcycling experience for more than 30 years. His "Two Stroke Tuner's Handbook," dog-eared and grease-stained, molded my roadracing adventures in the '70s, and I've subscribed to magazines (including this one) based solely on the fact that his name appeared on the masthead. My condolences to the staff at *Motorcyclist*, and Godspeed, Gordon. I will miss you deeply.

David Parsons
Via e-mail

I sense we've lost someone very important. Godspeed, Gordon.

Trip and Kelly
Via e-mail

ONE-TWO PUNCH

I just received my January 2000 issue and thoroughly enjoyed the "One-Two Punch" piece. However, I believe Boehm is incorrect when he writes that the '96 ZX-7R was the only all-new platform to win the AMA Superbike title since '83. The '86 VFR750, while still a V-four, was an all-new design incorporating an aluminum frame and all-new engine with

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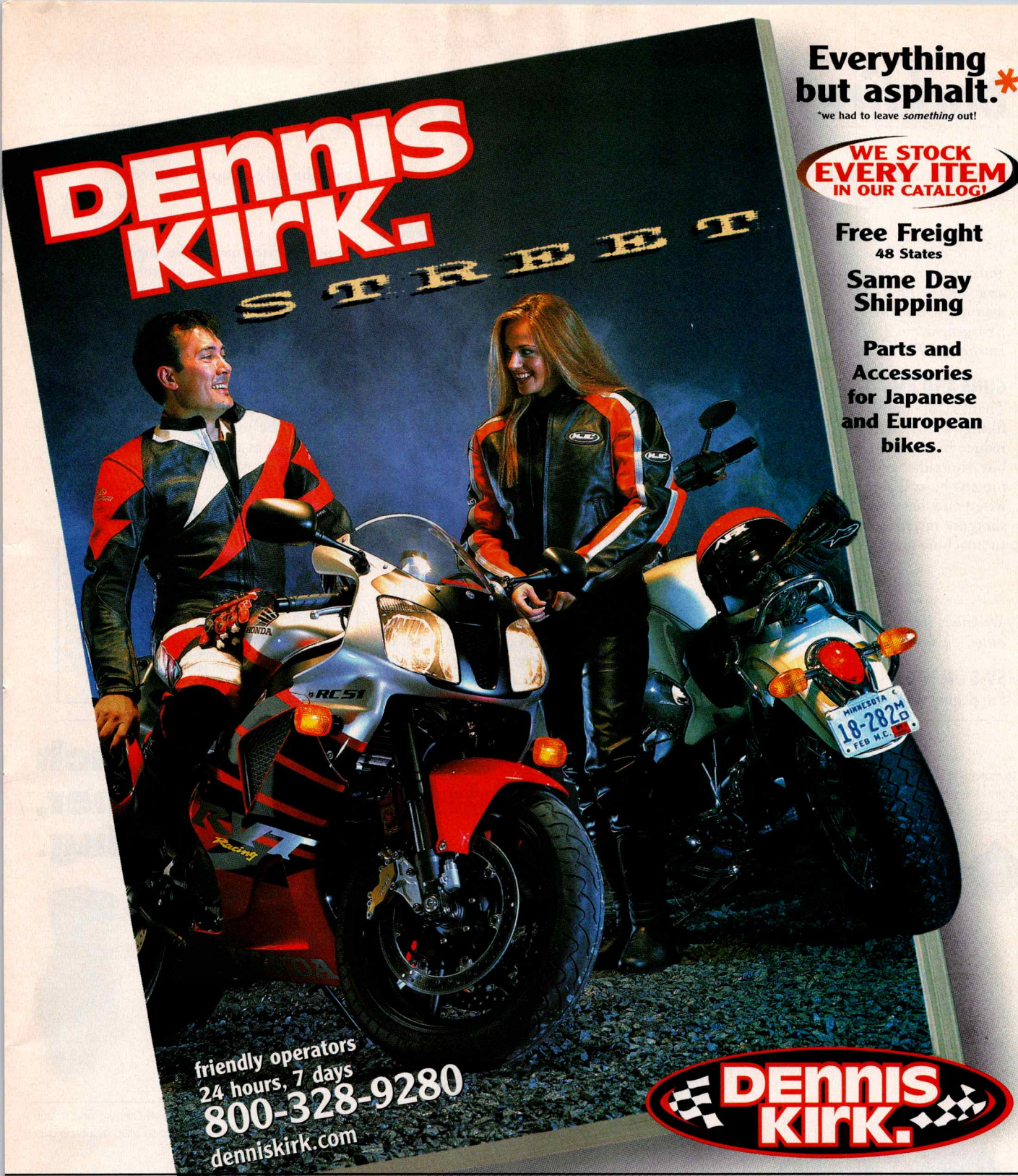

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T

backfires

gear-driven cams. Thanks for letting me set the record straight!

Terry Meyer
Via e-mail

You're welcome, Meyer. Apologies to Honda and Flyin' Fred Merkel, who together won the 1986 AMA Superbike title on the first-generation VFR750, an all-new machine.—Ed.

GUNS AND AMMO

Thanks for publishing my note about filling a handlebar with lead shot to reduce buzzing (Answers, January 2001), but shotguns and reloading equipment mustn't be available where you are, otherwise you'd have pictured a person with a shotgun instead of an AK-47! That's a submachine gun.

Jon Barletta
Punxsutawney, PA

We know. But our Art Director fancies full-autos. So don't mess with her.—Ed.

SV-S ON TOUR

I'm paging through the January 2000 issue and thumb to the Suzuki SV-S test right away, me being the owner of a '00-spec SV. One sentence prompted my first letter to a magazine: "Few of us would have volunteered for a 1000-mile tour on one." I've ridden mine on a two-day, 940-mile trip around Lake Michigan. About a month later I rode more than 1900 miles in five days—the back roads of Michigan, Ohio, West Virginia, the Blue Ridge Parkway, Deals Gap (Got the T-shirt!) and lots of Interstate 75. My bike has soft luggage from RKA and a Givi windshield; both perform flawlessly. For SV-S riders that don't like to get beaten up by the wind, I highly recommend the Givi screen.

G. Rennison
Grand Rapids, MI

BIKE BIGOTRY

Re: Bike Bigotry in the January 2000 issue. Great piece about some of the hypocrites that ride motorcycles (me included). Sometimes you fall into that [generalization trap] for reasons I can't even think of right now. Yeah, I'll wave to the guy coming opposite my way, because I know he is feeling as good as I am on two wheels, and that's the only comparison needed.

Joe Nelson
Cotati, CA

I enjoyed Friedman's Bike Bigotry piece, and would like to make the following comments. I am 64, and still a very active rider. I just totaled my RC45 (ugh!) and have an Aprilia RS250 Challenge and ZX-6R for the track. I'll be buying a Honda VFR800 within the next few days. I ride with a group that waves to every bike we pass, and though I agree with what you say about the market's "segmentation," I do think that as a rider gets older, he or she will appreciate what you're driving at here.

Stan Berde
Via e-mail

We appreciate your views and opinions. Send letters to BACKFIRES, *Motorcyclist*, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, or fax them to (323) 782-2372. If you have Internet access, you can e-mail your thoughts to us at mcmail@emapusa.com. Letters must be signed and include your address and telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity and/or length. The views expressed here are not necessarily those of *Motorcyclist*. All materials sent to the editors will become the property of *Motorcyclist* and cannot be returned.

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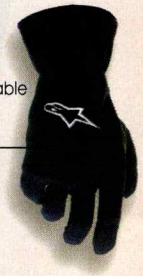

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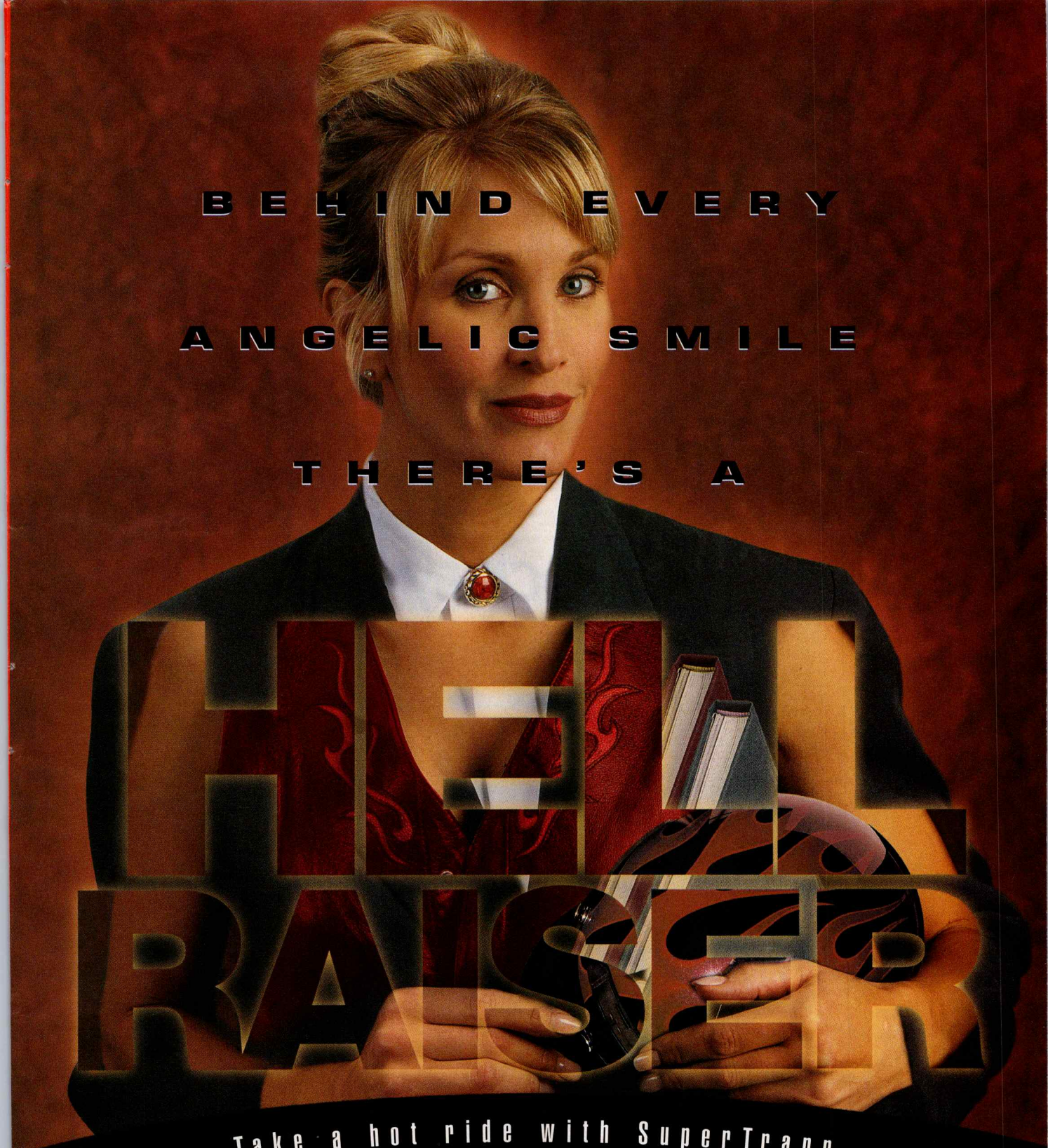

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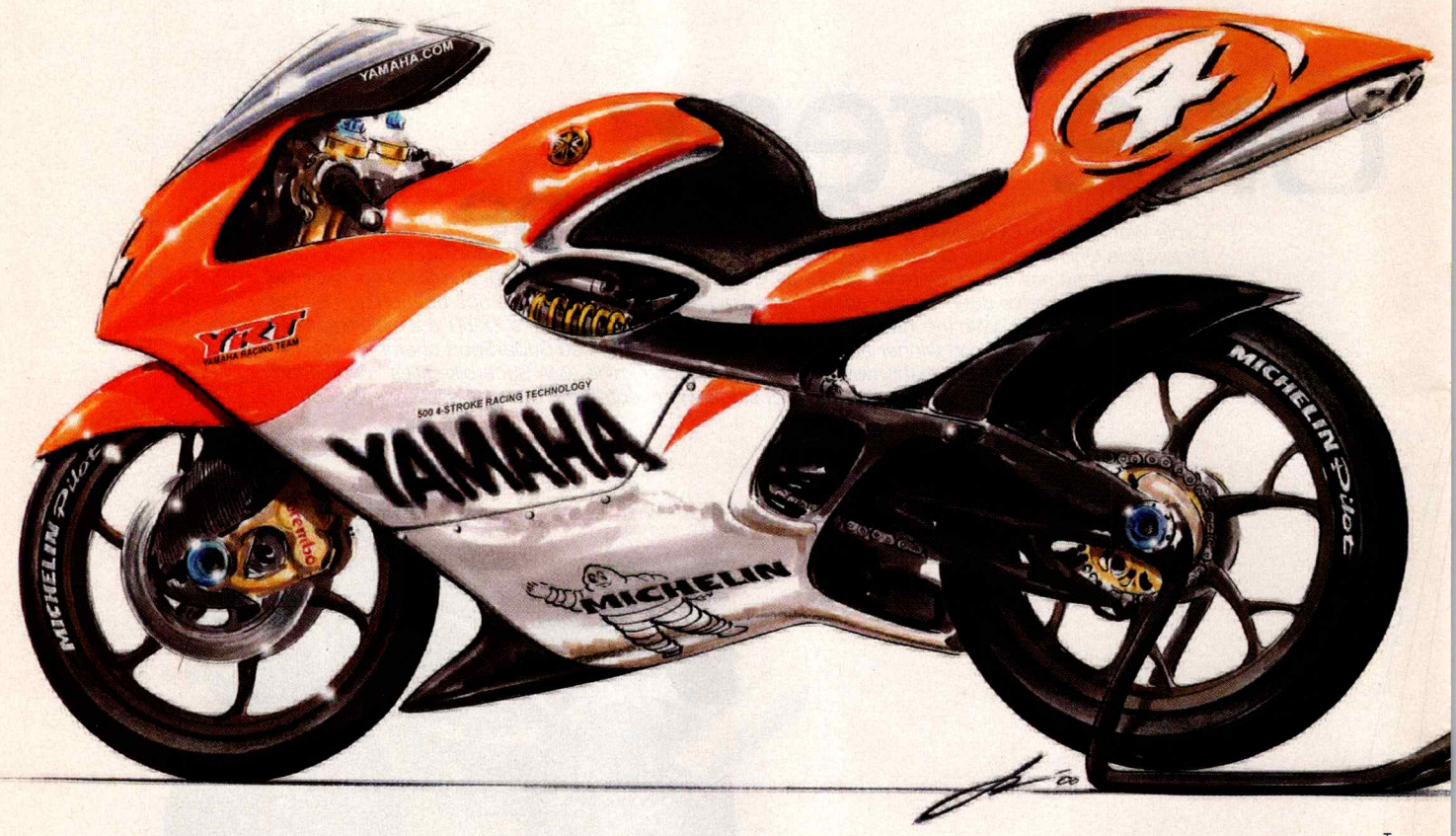
Up to Speed

compiled by
Garrett Kai

JAPAN: Don Helle **EUROPE:** Alan Cathcart and Roland Brown **MIDWEST DESK:** Darwin Holmstrom

No Smoking!

The move toward four-stroke GP racing is on



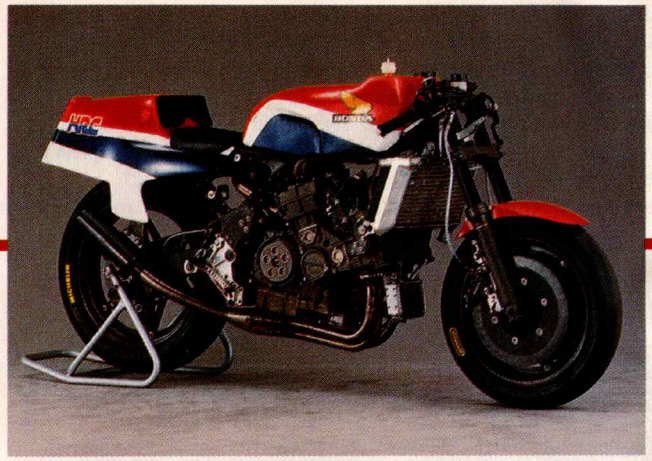
ILLUSTRATIONS: JOHN KEOGH

It's likely that Yamaha will be among the major Japanese manufacturers to gear up for four-stroke GP racing, and these John Keogh illustrations may be a peek into the future. Honda has already assigned engineers to the task.

ALTHOUGH IT'S NOT OFFICIAL, ODDS are in favor of two-stroke GP racers running side-by-side with near-liter four-strokes starting in 2002. The introduction date remains unconfirmed by the sport's governing body, the FIM. Nor has the FIM announced a firm set of technical regulations for the new subclass. But the factories are nonetheless gearing up for a four-stroke effort, and there's mass speculation as to the impact this commingling of the species will have on the 500cc GP two-strokes.

As the rules are believed to be taking shape, the nature of this new class will dictate that no production parts will be allowed, immediately creating an avenue for new engine development. What's more, the nature of these engines—very light, very powerful and very high-revving—suggests a natural link to Formula 1. There, three-liter V-10s produce more than 800 horsepower and rev to about 18,000 rpm. (Renault is rumored to be working on an engine with electric valve actuation credited with a 20,000-plus-rpm redline.) Companies like Honda, which has extensive F1 experience and now produces engines for the BAR and Jordan teams, will no doubt have a slight running start.

Honda's view: At the Motegi Pacific GP, HRC boss Yasuo Ikenoya publicly lifted the veil on Honda's development of a four-stroke race engine, revealing that the company has 30 young engineers working full-time on the project. Ikenoya also confirmed that Honda had discarded both twin-cylinder and V-6 options, the latter for reasons of



We've been down this path before, with Honda's oval-piston NR500. A stratospheric redline and groundbreaking oval pistons (affording the space for eight valves in each of the four combustion chambers) couldn't overcome the weight advantage of the two-strokes. Has the NR's time finally come?

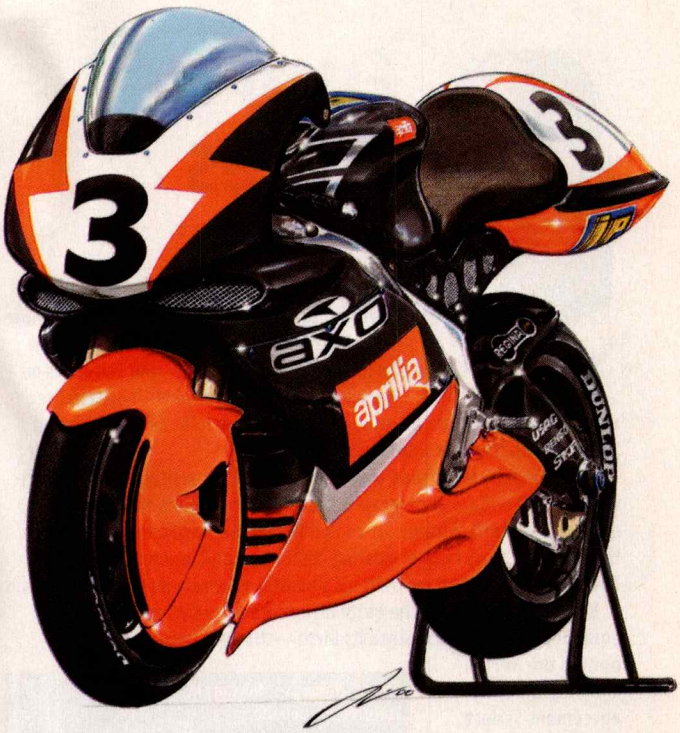
weight. (Projected weight minimums are 342 pounds for a six, against 320 for fours and fives, and 298 for twins and triples. A 22-pound penalty comes with the use of oval pistons.) The same insiders insist that an oval-piston V-3 is likely to be Honda's chosen weapon for four-stroke GP racing. (This is not the road less traveled for Honda, as the oval-piston NR500 attests.)

Aprilia, Suzuki and Yamaha are all reputed to be working on four-stroke GP engines, and paddock rumor insists that Kawasaki is planning to join, while European born-again former GP marques Mondial, MV Agusta and MuZ are thought to be interested also.

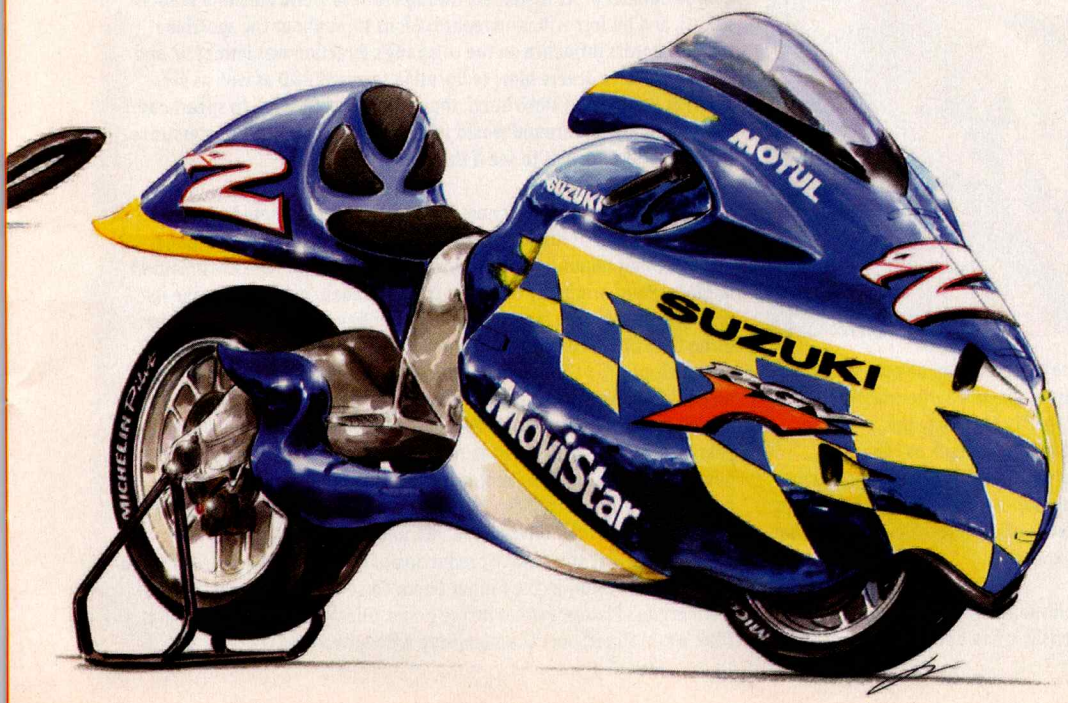
Justification for the astronomical budget required to develop a four-stroke GP contender is provided by the confirmation that Ducati is also considering whether it's commercially appropriate to use the four-stroke GP class as the basis for development of a new-generation V-twin Superbike. Why here? With the FIM's draft rules specifically forbidding the use of any of the current Superbike engines as the basis of a future GP racer, Ducati chairman Federico Minoli has openly admitted that the Italian company may perhaps employ the GP four-stroke class as an R&D vehicle for its next generation of streetbikes. In other words, turn the coin over and use GP racing as a development arm for World Superbike.

This would immediately remove one problem underlying the current success of the Superbike format, which is that prototype engines are by their very nature forbidden from taking part in such events, leaving manufacturers with nowhere other than their private test tracks to develop new designs or advanced technology, such as Honda's famous oval pistons. Ducati and other companies have concentrated on developing their next-generation Superbike contenders arm-in-arm with the production streetbike models because that's what the rules essentially require. An open-format four-stroke category would let the World Superbike racers (and the road bikes upon which they're based) benefit from these new GP models. This is a good thing, especially, as Minoli identifies, because the significant costs of participation can be offset by subsequent street-legal spinoffs. Estimates are that developing a from-scratch four-stroke GP engine would require 18 months and $2.2 million.

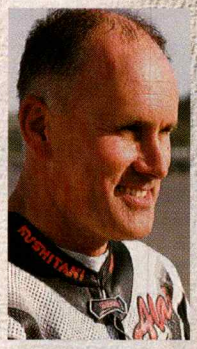
—Alan Cathcart



Proposed four-stroke GP rules force the bikes to be one-off prototypes and will likely encourage the transfer of technology from Formula 1 auto racing. Look for up-and-coming marques like Aprilia to create strategic alliances in the car-racing biz.



TIME WARP "THE QUICKEST, NIMBLEST AND BADDEST PRODUCTION BIG-BORE SPORTBIKE YOU CAN BUY," IS HOW EDITOR Boehm characterized Suzuki's GSX-R1100 in our February 1986 issue. The big GSX-R redefined open-class sportbike performance with its 100-plus-horsepower engine and sub-500-pound wet weight. But despite the bike's awesome performance, it was still a rack to ride on the street. The issue also included Eddie Lawson's account of the '85 "Superbikers" race at California's Carlsbad Raceway, which he won over the likes of Kevin Schwantz and motocrosser-turned-car-racer Jeff Ward. Harley-Davidson's FXRD Sport Glide also debuted in the issue. Come to think of it, Boehm's ravings on that first GSX-R1100 explain perfectly his reluctance to let anyone else attend this year's GSX-R1000 press intro. Hmmmmm.


KEL EDGE

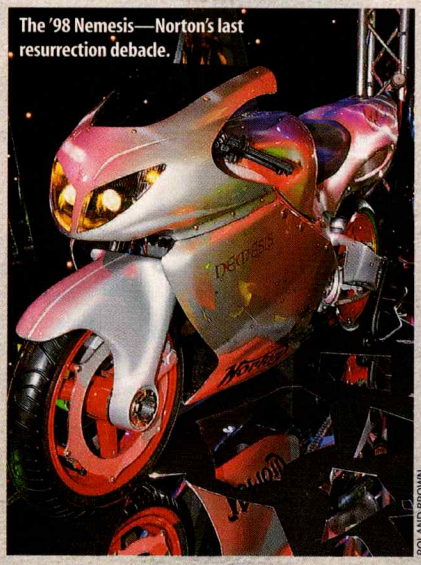
Euro Notes

by Alan Cathcart

The ongoing saga of the once-mighty Norton marque is about to take a slightly more optimistic upswing, with the revelation that its former German importer, Joe Seifert, is on the verge of forging a deal with Britain's second largest motorcycle manufacturer to put the John Keogh-designed Norton Combat sports single into production.

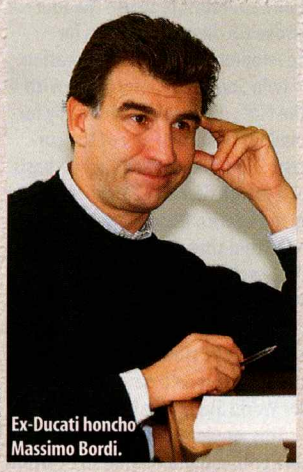
That company is off-road specialist CCM. CCM currently builds approximately 1000 enduro, motocross and Supermoto singles each year, powered by the nearly vintage air-cooled Rotax four-stroke motor (they are the Austrian firm's largest existing customer), and, under managing director Peter Swift, have built up a healthy clientele in export markets.

But Rotax also builds the quite different four-valve engine that has equipped the BMW F650 since its birth—the very same motor that powers the Norton Combat, under an agreement Seifert has just reconfirmed with BMW management, for supplies of the liquid-cooled engine Rotax builds exclusively for the German manufacturer. BMW still has sufficient stocks to supply Norton/CCM with enough engines for a production run well into four figures, states Seifert—but the problem is in actually manufacturing the Combat. "We've had so much interest in the bike after Intermot that I recognize it must be volume produced, rather than hand-built in limited numbers like the earlier classic-styled International," he says. "CCM has the capacity to handle this, with the added benefit that the bikes would be built in Britain, as I think any Norton should be." However, the terms of Seifert's control of the Norton name won't permit the Combat to be sold there badged as a Norton—in which case it's reasonable to assume (but Seifert refuses to confirm) that it would carry the CCM logo on the tank when in U.S. and British markets.


The '98 Nemesis—Norton's last resurrection debacle.

ROLAND BROWN

The rumors had been flying since midsummer, and now it's official: Massimo Bordi is leaving Ducati. Previously, it had been expected by many that the *desmoquattro* doctor Bordi, Ducati's engineering guru who also acted as its general manager in the days of Cagiva ownership, would get the job of replacing Federico Minoli as company president. Instead, Ducati's finance director, Carlo DiBiagio, was appointed to replace Minoli at the Bologna-based company. Evidently Ducati's American-led board preferred former Proctor & Gamble executive DiBiagio as the best man to keep the company's revival on the road.


Ex-Ducati honcho Massimo Bordi.

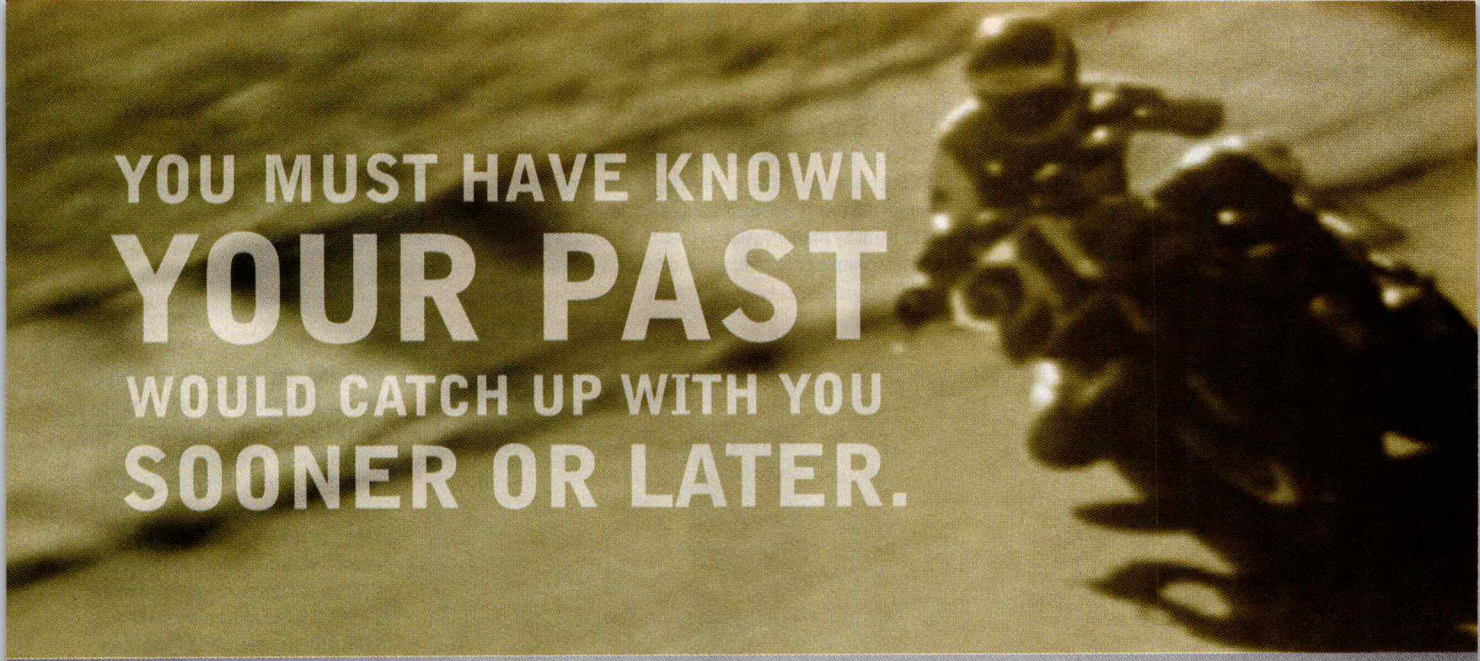
PHIL MASTERS

Soon after this change at Ducati's helm was announced, rumors began to circulate within Italy that Aprilia boss Ivano Beggio had offered Bordi the most tempting of consolation prizes: the chance to assume overall control of recently acquired Moto Guzzi. The belief that Bordi had in fact agreed to leave Ducati in order to accept this offer surfaced publicly in July, but the appearance of the man himself at Intermot 2000, at which he personally unveiled Ducati's new generation *Testastretta* engine, served to deny this. However, Italy's weekly motorcycle magazine *Motosprint* wasn't convinced, and headlined that "Bordi Has Left Ducati." This provoked an immediate and frenzied spat of denials from Ducati's press office, followed by the official word that Bordi will leave Ducati in December. Ducati has no plans to replace Bordi at this time.

Ducatisti will need no explanation of the significance of losing Massimo Bordi, but for those less well versed in *desmodromic* doings, to a large number of its customers throughout the world Massimo Bordi *is* Ducati, and his loss will send repercussions throughout the sportbike market. Bordi's influence on the company's direction was immense, and his loss will be a severe blow to Ducati in terms of R&D as well as prestige. For Beggio and Moto Guzzi, though, attracting Bordi to spearhead the company's turnaround would still be a typically astute masterstroke. Now we'll have to wait to see if that happens.

Gilera is another historic name in the GP annals rumored to be planning a comeback in the four-stroke GP class (see "No Smoking!," page 20), after first relaunching itself in the 600 Supersport class with Suzuki engines. Plans originally called for the born-again marque to make its debut at the Bologna Motor Show in December, with a V-twin roadster using the TL1000S engine and prototype 600 sportbike powered by the new fuel-injected GSX-R600 motor. But these plans have now been put on hold for nine months, reveals a company insider. Here's why: First, Suzuki can't (or won't) supply the new 600 engine until the 2002 model year. Second, Cagiva's success in relaunching itself with a range of bikes powered by Suzuki V-twin motors means that Gilera would have difficulty in identifying itself clearly enough if it followed suit. The decision now is to hold off the Gilera comeback until the next Milan Show in September 2001, after which production of the Gilera 600 will commence almost immediately in the former Gilera Corse racing HQ at Velate, near the marque's historic former Arcore home. Gilera plans to compete in the 2002 World SuperSport Championship with a two-man team.

YOU MUST HAVE KNOWN YOUR PAST WOULD CATCH UP WITH YOU SOONER OR LATER.



The new ZRX1200R

The big-bore muscle bike era may be gone, but the past never leaves you. So we plucked the highly coveted KZ1000R from your memory, modernized it, and relaunched it in '99 as the ZRX1100. Which *Cycle World* named "Best Standard" streetbike 2 years running and *Motorcyclist* called "Best Naked" streetbike in 2000. But we didn't stop there. Amid the praise we added 13% more horsepower, a new pressed-tube aluminum swingarm for increased rigidity, and an upgraded suspension. So here's the new ZRX1200R. Parked at the intersection of past and present.

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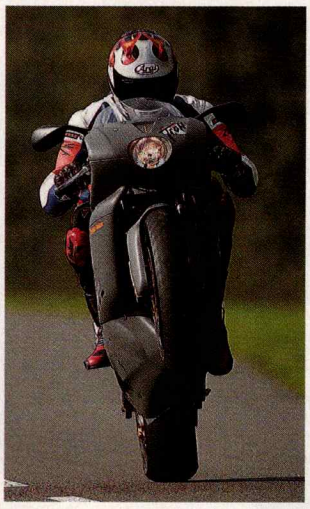
POSTER NOTES BRITISH ARTIST ALAN JONES'S LATEST PRINTS INCLUDE "In The Genes" (£30), with 500cc World Champion Kenny Roberts Jr. (23.50 x 15.75 inches), or Nori Haga (23.75 x 15.75 inches) in "I'm Gone" (£30). Both are printed on heavyweight art stock. Only 250 of the signed and numbered prints will be available worldwide. Find out more about Jones's work by phone/fax at 011 44 1924 278576 or e-mail him at artworksalan@compuserve.com; www.art-works-uk.co.uk.

Troll Supertwin

A street-legal Supermono—with oomph!



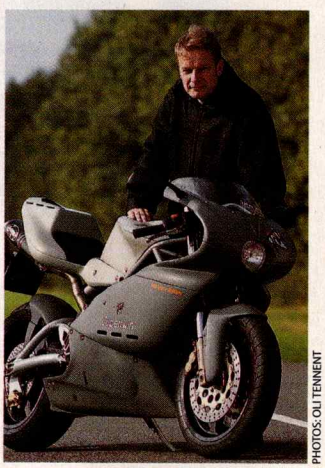
THE PROFILE IS UNMISTAKABLE: THE flattened fairing nose, broad-topped fuel tank and slender, upswept tailpiece could only come from the stunning Supermono racebike with which Ducati captured hearts and lap records alike a few years ago. Except that this bike is a roadster, not a racer, and its engine is not a 550cc single but a rorty 944cc V-twin.

Ducati chose not to release a street-legal version of the Supermono, and Dutch engineer Hans Oosterhoff was one of many people disappointed that the Supermono's style didn't make it onto the street—and unlike the others, he was in a position to do something about it. Oosterhoff is the boss of Troll, a firm based near Assen in Holland that specializes in building prototypes for bike and car manufacturers. He has good contacts at Ducati, so there was no objection when Oosterhoff hit on the plan of building a series of bikes combining Supermono bodywork with the V-twin from the 900SS.

Several years and a handful of prototypes later, the Troll Supertwin is finished. There's no mistaking the influence of Terblanche's masterpiece. Although the Supertwin frame looks much like a Ducati component and is made of simple 28mm diameter steel tubes, there are significant differences. The Dutch bike's engine is held 50mm higher and 20mm further forward than in the SS. The V-twin unit is also rotated rearward by one degree giving clearance for front wheel travel.

The engine is close to a standard 900SS unit, differing internally only in that it is fitted with the cams and 2mm wider, 94mm pistons of the ST2 sports-tourer, increasing capacity from 904cc to 944cc. That distinctively Supermono-shaped tank is cut away at the top to reveal the twin trumpets of the airbox, which feed a pair of 38mm Mikuni carbs, as fitted to the SS until 1998. In most respects the faithful single-cam 900SS lump is an antique. But that doesn't prevent it from delivering a huge dose of entertainment, especially when it is powering such a light machine. Low-rev and midrange response was always a 900SS forte, and that was even more true here as the reduced weight and free-breathing pipe combined to give substantial kick. The bike can be flicked effortlessly from side-to-side, yet retains a superbly neutral, unshakable feel even under hard acceleration.

There are plenty of modern sportbikes that could cover a winding road every bit as rapidly than the Supertwin, before leaving it far behind on the freeway blast that followed. Whether any of them would have been more enjoyable or easier to ride, though, is a very different matter. Troll's Supertwin is just the sort of raw, rewarding machine that Ducati's own next-generation 900SS should surely be. *—Roland Brown*



PHOTOS: OLI TENNENT

Supermono styling combines with 900SS motivation and a newly designed (though familiar) steel-trellis frame to create a raw, lightweight and enjoyable machine.

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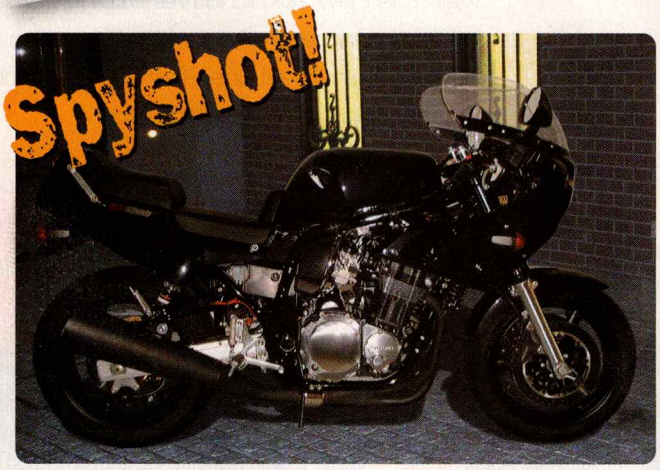
ACCESSORIES ARE THE MOTHER OF INVENTION

Huh? Never mind. In a touching gesture designed to keep you from suffering the humiliation of seeing a hundred other new GL1800s just like yours, Honda offers a veritable cornucopia of high-quality custom furbelows. Heated grips would be job one, then maybe the rear speaker set. The trunk vanity mirror with light is indispensable to us media types, and the color-matched rear spoiler with brake light adds some style. A ton of chrome steel trim bits are on offer, as well as dashboard trim in aluminum, wood or carbon fiber…how 'bout a saddlebag or trunk floormat kit then? Chrome front-disc brake covers? Foglight kit? Shorter windshield? Check out www.honda.com.



COURTESY OF *MOTORCYCLIST* JAPAN

Suzuki GS1200S!

Everything old is new again

NOTICING THE BUZZ SURROUNDING Kawasaki's revised ZRX1200R and the soon-to-be-released Yamaha FZ1, and not one to pass up a hot market niche, Suzuki looks to be joining the retro-roadster arena with the GS1200S. Taking styling cues from the wicked original GSX-R1100, the 1200S gets a bulbous half fairing, greenhouse-like wraparound windscreen, pug-faced dual round headlights and boxy tail section. The big Suzook will use an all-new Bandit-style tubular-steel frame, 4-into-1 matte-black megaphone exhaust system, dual Nissin four-pot brake calipers and dual shocks at the rear. (Hey, that's even more retro than the first GSX-R!) Power output has yet to be announced, but if it's not enough you can be sure the traditional GSX-R1100 hop-ups will work. Seventeen-inch wheels will allow for modern high-performance tires (remember that the first GSX-R had 18-inch radials, then uncommon). You may want to wait on getting that cashier's check, though; the GS1200S is scheduled to go on sale only in Japan and American Suzuki is understandably mum about the bike's chances of coming here.

YSR-400…Are you nuts?

TONY TICE

WE'VE SEEN OUR SHARE OF BIG motors crammed into teeny bikes, but this monster YSR-400 may be the wildest we've seen. Former Yamaha technician Tony Tice started out trying to build an entry-level racebike for his son and instead created this insane YSR50/YZ400F combination. Tony's first attempt to mate the YSR chassis and YZ400F motor was less than spectacular, resulting in a seized motor, bent swingarm, and instant wheelies. Tony's next attempt, however, was very successful and resulted in the what we see here. The Tice YSR-400 features the four-stroke counterbalanced YZF400F motor producing approximately 52 horsepower driving trough a braced and lengthened swingarm to keep the front end on the ground. There's a YZF750 radiator to keep things cool, a Keihin FCR 39mm flatslide carb, a heavily modified and strengthened YSR frame, five-speed transmission, R7-replica bodywork, repositioned shock mount to reduce the leverage caused by the longer swingarm, twin-opposed piston brake caliper, and Team Calamari fork brace and top triple clamp. Tony says the 233-pound combination works well, providing controlled second-gear power slides and wheelies on demand. We'll take his word for it. Tony says his son will race the YSR-400 this year if his grades are high enough and provided he can steal the bike away from dad.

Yamaha ASV-2

IT'S NICE TO KNOW THAT YAMAHA, MAKER OF MAXI-performance sportbikes like the YZF-R1, is just as enthusiastic about developing high-tech safety devices. The Yamaha ASV-2 (Advanced Safety Vehicle) is based on a 250cc scooter and has five new safety features that build on four years of intensive research. The systems include an intervehicle communicator that informs cars of the ASV-2's presence (an automated voice that says, "Don't squish me!"), an active headlight-adjuster system, a multi-faceted information system, including three cameras that give the rider information about surrounding traffic, an emergency braking system and even an airbag. These systems are the basis for a new generation of vehicles that use electronics to improve rider safety. Great stuff, but we won't hold our breath for an airbag-equipped R6.

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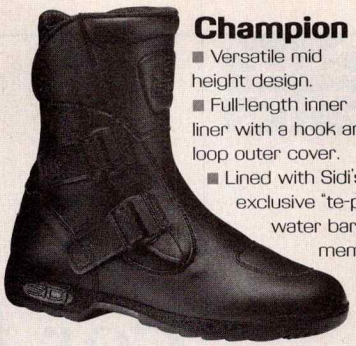

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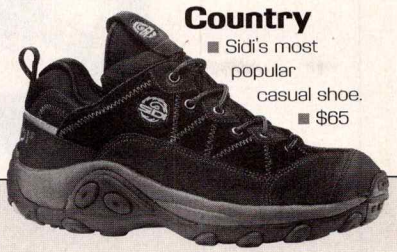

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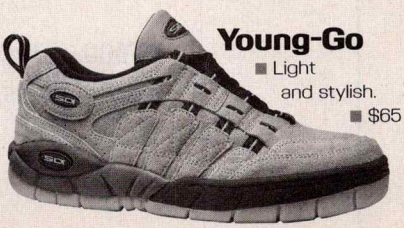

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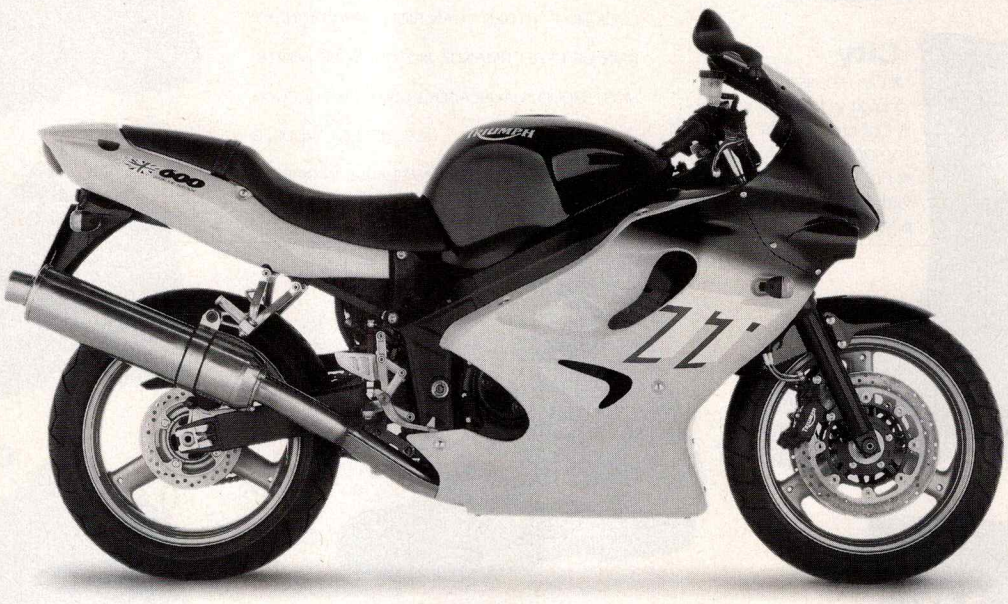

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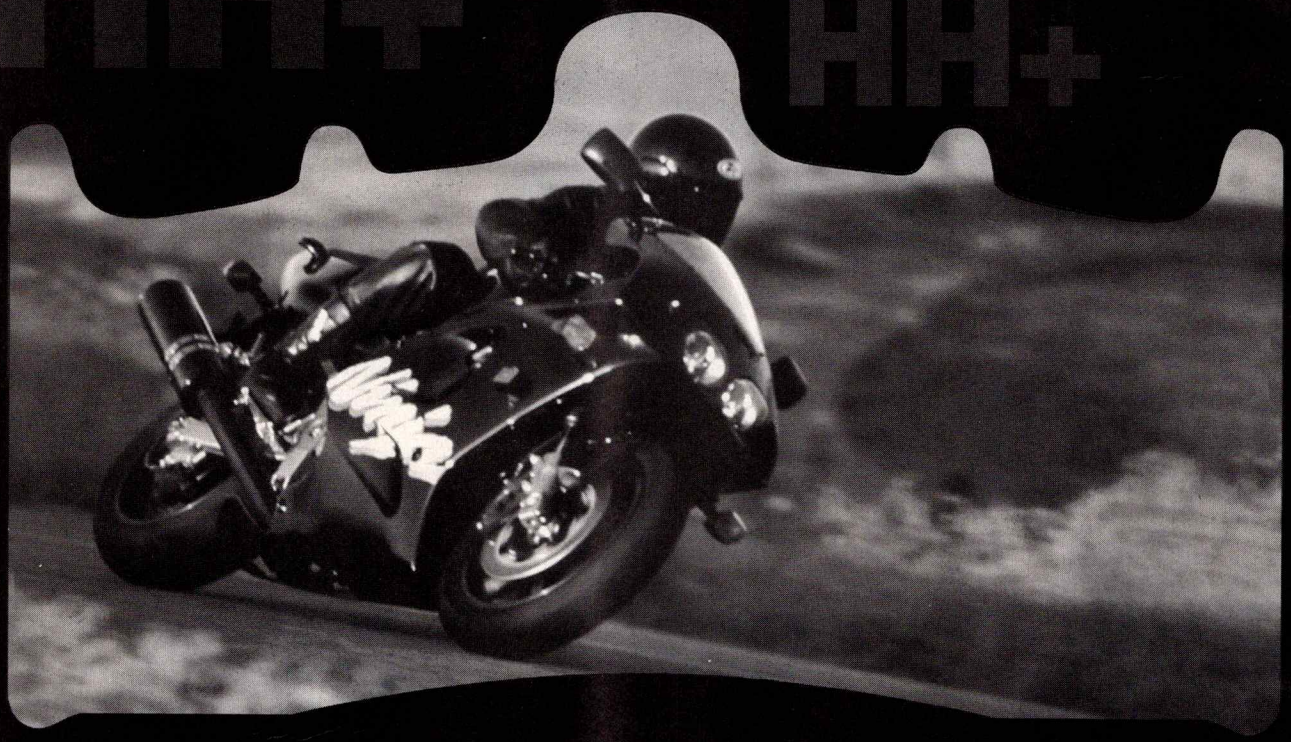

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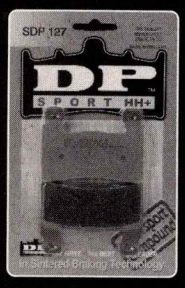

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TEAR-OFFS

■ **Suzuki has issued a second recall** on its Hayabusa for problems with the camchain tensioner. Last year, Suzuki redesigned the part and recalled all bikes for immediate replacement, but has now discovered the redesigned tensioner is no better than the original. The new tensioner now uses oil pressure and a spring to keep the camchain tight. A ratchet system is also used to prevent the camchain from loosening once it has achieved the correct tension. Suzuki recommends all Hayabusa owners contact their local dealer immediately for replacement of the part. Owners can also contact American Suzuki Motor Corporation at (714) 996-7040 or at www.suzuki.com.

■ In a shocking move, the Federal Bureau of Land Management said it would **ban OHVs from 49,305 acres of Southern California desert** at the end of last November. The ban was to include the Imperial Sand Dunes Recreation Area, also known as Glamis. The closure is part of an out-of-court settlement of a lawsuit filed by preservationist groups that allege the BLM violated the Federal Endangered Species Act. The AMA encourages all OHV enthusiasts to contact the Federal Bureau of Land Management and let them know how you feel. Letters should go to: State Director Mike Pool, Bureau of Land Management, California State Office, 2800 Cottage Way, RM W-1834, Sacramento, California 95825.

■ With an emphasis on style, the **Vespa motor scooter** is back after a 15-year absence. Two new models, the ET2 and ET4, will be imported. The ET2 features a 50cc four-stroke engine and a top speed of 40 mph; it'll retail for $2950. The larger ET4 uses 150cc four-stroke engine has a top speed of 60 mph; it'll sell for $3950. All Vespas will be sold in boutiques that will feature Vespa-branded accessories like helmets, bags, gloves, watches and jackets. The first boutique opened in Sherman Oaks, California, in November with additional stores planned for San Francisco, Miami, Houston and Chicago. Better hurry if you want one, as Vespa will bring only 500 units to the United States over the next few months.

■ Four-time World Superbike Champion **Carl Fogarty may race British Touring Cars** in 2001 according to *Autosport* magazine. Fogarty tested two different Alfa Romeos at England's Donington Park in November. "I wouldn't completely rule it out," said Fogarty. "There seems to be a lot of interest in me from car racing and it is another option to be considered." Fogarty, who also previously tested a Vauxhall Vectra, added, "The track was damp in the morning, but I pushed harder when it dried out and, though I didn't think I was doing that well, the team seemed really excited."

■ Yamaha has recently announced a deal with AMA/Prostar to become presenting sponsor of a **new dragracing class** called "Hot Rod Cruiser." The new class will feature production-based V-twin cruisers with limited modifications. Yamaha will front contingencies at each event including a year-end championship payout. "This is a virtually untapped market and we know owners of this class of motorcycles are anxious to go racing," said AMA/Prostar president Keith Kizer. The 2001 AMA/Prostar racing season starts on the weekend of March 2 in Gainsville, Florida and you can call (258) 852-1101 for more information.

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Suzuki GSX-R1000

The most eagerly awaited sportbike of 2001 lives up to expectations—and then some. By Mitch Boehm

ROAD ATLANTA RACEWAY'S LEGENDARY "gravity cavity" is history now, replaced by a reasonably slow left-right chicane. But that doesn't mean the circuit's horrifically fast back straight is any less of a glute-clencher.

Especially on Suzuki's new GSX-R1000.

Nope, what used to be no more than a mild pavement rise a few hundred yards past the exit of 50-mph Turn Seven on a 600 or 750 is *much more* when aboard the biggest and baddest GSX-R. (More like a flip-you-over-backward-if-you-hold-the-throttle-wide-open jump, actually.) I tried to get through the section flat-out on the thing—tried to keep the throttle pinned while short-shifting and moving my upper body as far forward as possible when cresting the rise with the bike leaned over slightly at about a buck-twenty. But even then the front wheel wrenched skyward, and I had to back off to keep things from getting real ugly, real fast.

FIRST RIDE

No surprise, then, that judicious use of the throttle was something of a constant for me during the GSX-R1000 introduction at R.A. One hundred and forty rear-wheel horsepower—a number mentioned to me by a highly credible source who'd actually dynoed a big GSX-R, and a number that seemed perfectly reasonable according to my own gluteal dyno—has a way of doing that to you, especially on a roller-coasteresque circuit like R.A. with its dips, rises, esses and hill-cresting apexes.

Say it again, Homer Simpsonlike: "Mmmmm. One hundred and forty." It's a number that equates to roughly 10 more rear-wheel horses than Yamaha's legendary YZF-R1, the bike the new GSX-R was designed to dethrone. Meld that thought with another that says Suzuki's new open-class flagship is some 10 pounds lighter than the R1 and you realize we're dealing with what might very well become a whole new performance benchmark for open-class Supersport motorcycles. That may seem like a stretch based on a couple of days of racetrack laps and subjective readings from my personal butt-cheek dyno. But after being at the controls during all

PHOTOS BY BRIAN J. NELSON AND TOM RILES

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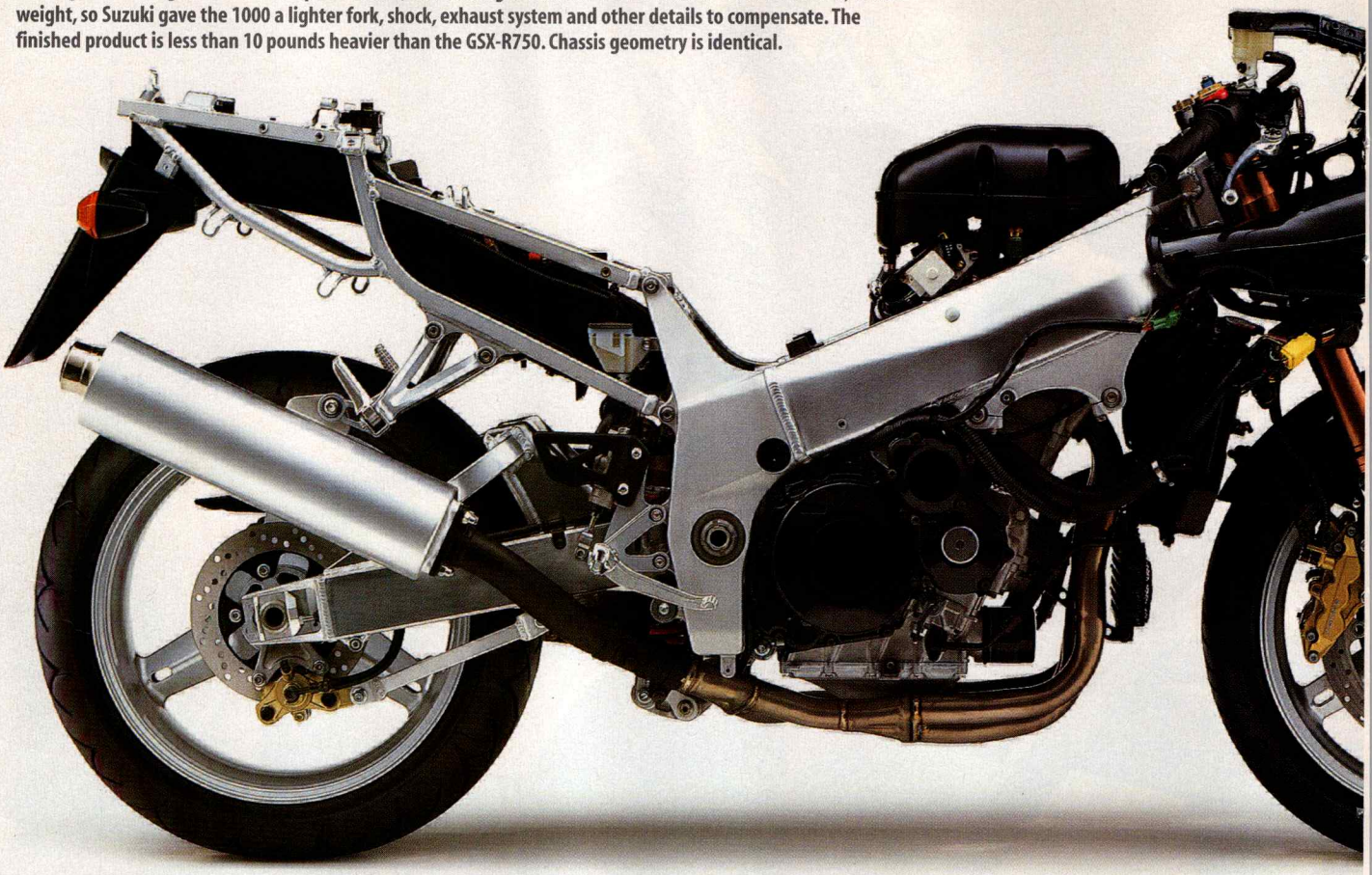
SUZUKI

Turning the 750 engine into a 988cc powerhouse, and making the chassis able to handle the extra horses, added weight, so Suzuki gave the 1000 a lighter fork, shock, exhaust system and other details to compensate. The finished product is less than 10 pounds heavier than the GSX-R750. Chassis geometry is identical.



those laps, I'd bet good money on it. And I wouldn't be alone.

That the GSX-R1000 made such an impression on me and the assembled motopress is no surprise, really. The bike is, of course, based largely on the current-generation GSX-R750, this magazine's 2000 Motorcycle of the Year and arguably the most potent, most competent 750-class sportbike ever built. (Heck, maybe the best-ever sportbike in *any* class.) The 1000 even looks like the 750, until you get closer; only then do you spy the gold-anodized six-piston Tokico calipers, titanium-nitride-coated fork tubes and "1000" graphic on the tailsection. Aesthetically, that about covers it.

But there are myriad differences, especially in the engine bay. We covered the basics in our December 2000 issue, but here's a refresher for those who were paying more attention to the Florida vote count: 988cc of displacement via a 1mm bore and 13mm stroke increase (vs. the 72.0 x 46.0mm GSX-R750 engine upon which the 1000 motor is based), a beefier crank, clutch and tranny gears, lighter pistons, revised cams (more lift), a crank-driven (and plain bearing-housed) balance shaft, upgraded engine-management electronics and fuel injection, and slightly revised crankcases. The remaining engine hardware is 750-spec. Other changes include a 6.0-inch rear wheel (vs. the 750's 5.5-incher), thicker frame and swingarm spars (increased rigidity), an extra upper engine mount, slightly different body side panels, and the aforementioned calipers and fork-tube coating. The changes added both size and weight; the engine, for instance, is 8.8 pounds heavier, 14mm taller and 6mm longer front-to-rear.

To offset the weight gain, Suzuki engineers trimmed wherever possible. For starters, they built the 1000's exhaust system almost entirely of titanium. Then they looked to the chassis, utilizing a lighter fork (43mm Kayaba) and shock (Kayaba again, with a larger-diameter piston). The result, Suzuki says, is a net weight gain of just under 10 pounds vs. the already svelte 750.

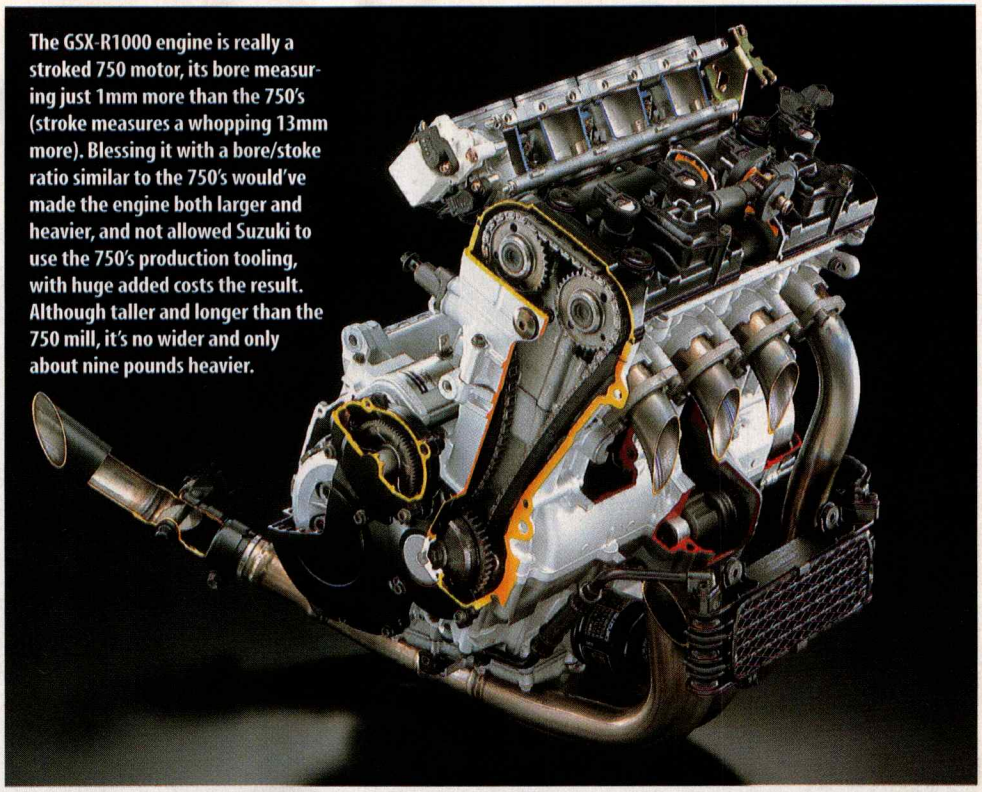
Jump aboard and you might as well be straddling a GSX-R750. Everything—clip-ons, cockpit, ergos, fairing, instruments, seat, tank—looks and feels familiar. Thumb the starter button and the engine lights instantly, settling quickly into an idle that's a tad rumpier than the 750's. Response when cold is near-instant, and blipping the throttle results in an eager throb that gives off yet another clue that something's definitely different down in the engine room. Toe the lever and you're greeted with typically precise shift action. Clutch action is smooth on takeoff, the bike displaying crisp response as you leave.

Even in the bottom third of the rev range (redline is 12,250 rpm) there's serious motive power to be had; the bike seems to leap forward with every movement of throttle. Luckily, Suzuki's Dual Throttle Valve (SDTV) injection system helps ensure nonabrupt response (sometimes difficult with an engine this powerful), and there's very little lash or tiresome vibration (thanks to the balancer) to spoil the drivetrain's overall smoothness.

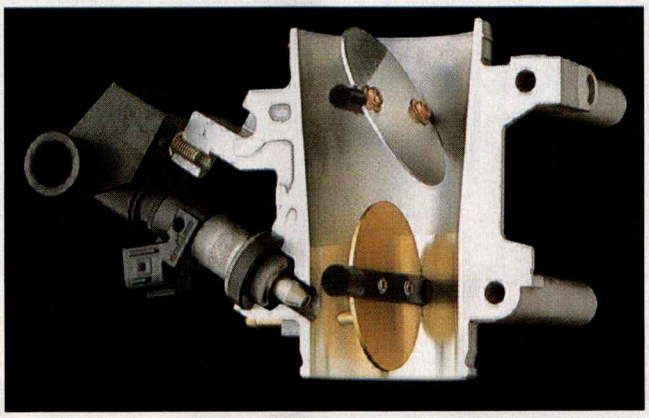
Between 4000 and 8000 rpm the big GSX-R delivers impressive, YZF-R1-like midrange, just what you'd expect from the two engines with the longest stroke measurements in the open Supersport class. But it's the GSX-R's unreal rush from 8000 on up that had me babbling most

Suzuki GSX-R1000

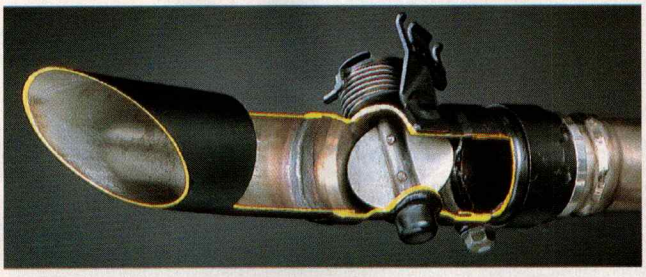
PRICE	
MSRP	$10,399
ENGINE	
Type	liquid-cooled inline-four
Valve arrangement	dohc, 16v
Displacement	988cc
Transmission	6-speed
CHASSIS	
Weight	430 lb. (claimed wet) 375 lb. (claimed dry)
Fuel capacity	4.8 gal. (18L)
Wheelbase	55.5 in. (1410mm)
Seat height	32.7 in. (830mm)



The GSX-R1000 engine is really a stroked 750 motor, its bore measuring just 1mm more than the 750's (stroke measures a whopping 13mm more). Blessing it with a bore/stoke ratio similar to the 750's would've made the engine both larger and heavier, and not allowed Suzuki to use the 750's production tooling, with huge added costs the result. Although taller and longer than the 750 mill, it's no wider and only about nine pounds heavier.



A balancer shaft (below) that runs off the crank helps keep the big motor smoother than it might otherwise be. An exhaust valve (below left) called SET (for Suzuki Exhaust Tuning) is incorporated aft of the collector to "control exhaust pressure waves" to maintain low-end and midrange power. Injectors (left) spray onto the primary throttle valve at a 60-degree angle instead of the GSX-R750 system's 32 degrees. Suzuki says this helps ensure more complete fuel atomization.



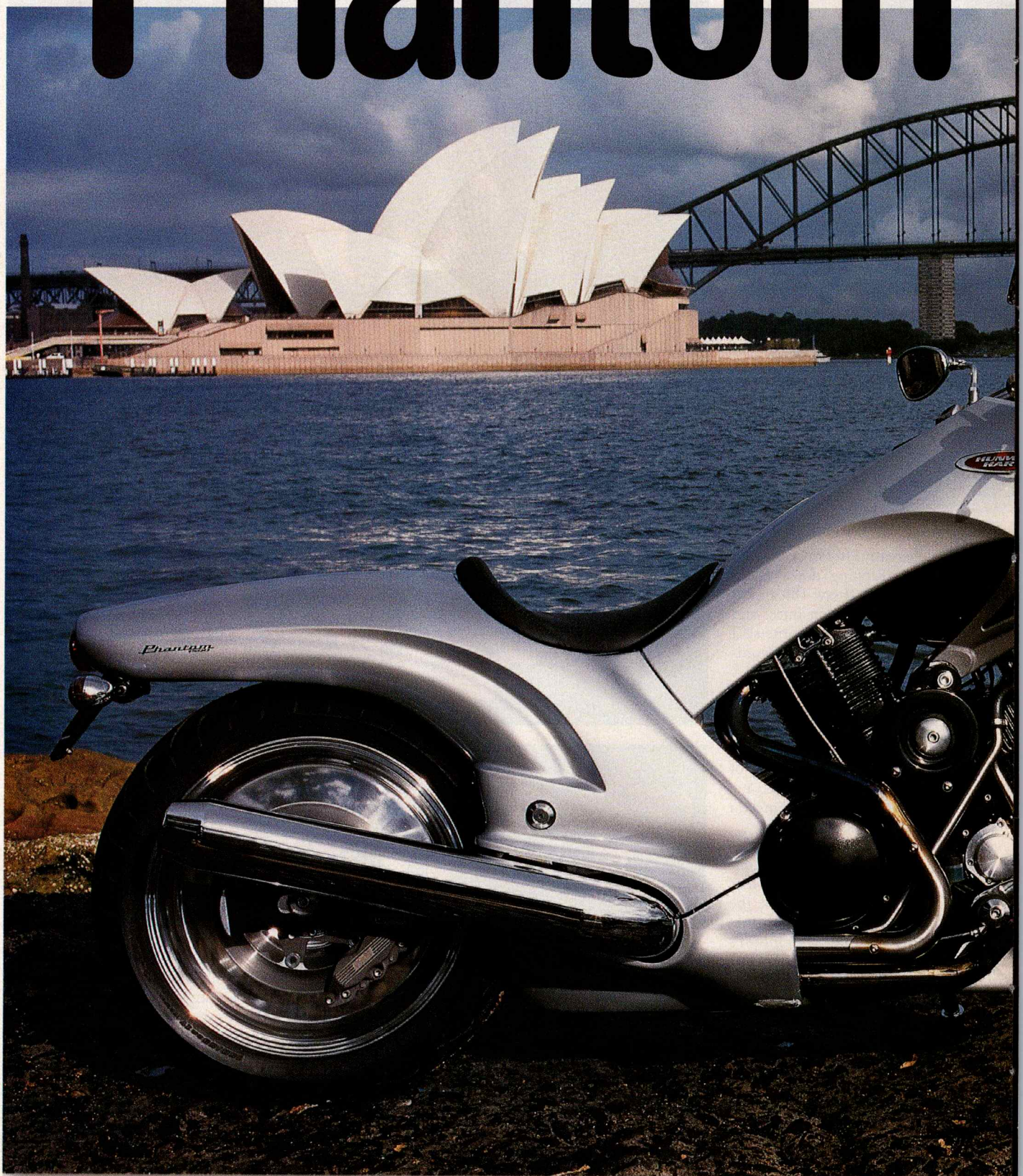
incoherently after my first track session. Ripping down R.A.'s back straight (I saw 180 appear on the speedometer once) and out of the faster corners, I remember mouthing the words "Hayabusa" and "ZX-12R," two bikes with rear-wheel horsepower numbers in the 160s. There aren't any dips or soft spots in the power delivery, either, just a seamless rush of acceleration that made me think the GSX-R would make a highly flexible streetbike.

Stable yet reasonably flickable handling and excellent brakes only strengthened that impression. On the track the bike was fairly easy to ride quickly despite the motor's phenomenal output. Overall, the big GSX-R feels and handles like a slightly heavier, slightly softer-edged GSX-R750—and I do mean *slightly*. Steering effort and transitional quickness are maybe 10 percent behind that of the 750, and though the bike is hugely stable in the fastest sections of the track, feedback isn't quite as good as that of the smaller GSX-R. The heavier and taller engine certainly adds to the impression, as does the suspension, which offers less compression damping at both ends (but approximately the same spring-rate numbers). Rake, trail and wheelbase are identical to the 750, so chassis geometry isn't a factor here.

Tires might be, however; the test bikes used at the launch wore stock skins, Bridgestone BT010s built exclusively for the 1000. They offered surprisingly good grip, but their more flexible, street-oriented construction allowed the bike to feel a touch less planted when speeds and aggression levels rose. Still, this is nit-picky stuff, and typical of what happens when streetbikes shod with street tires are evaluated at the track. If I had to guess, I'd put the GSX-R's overall racetrack handling slightly above that of the R1; I'd also say it feels a bit more powerful, though we won't know for sure till we get them together in a month or two.

It's funny…before flying out for the GSX-R1000 launch I was bemoaning the loss of Road Atlanta's infamous "cavity." It was challenging and, aside from being plenty scary, kinda fun. But after riding the GSX-R, I'm sorta glad there's a chicane in its place. MC

Phantom



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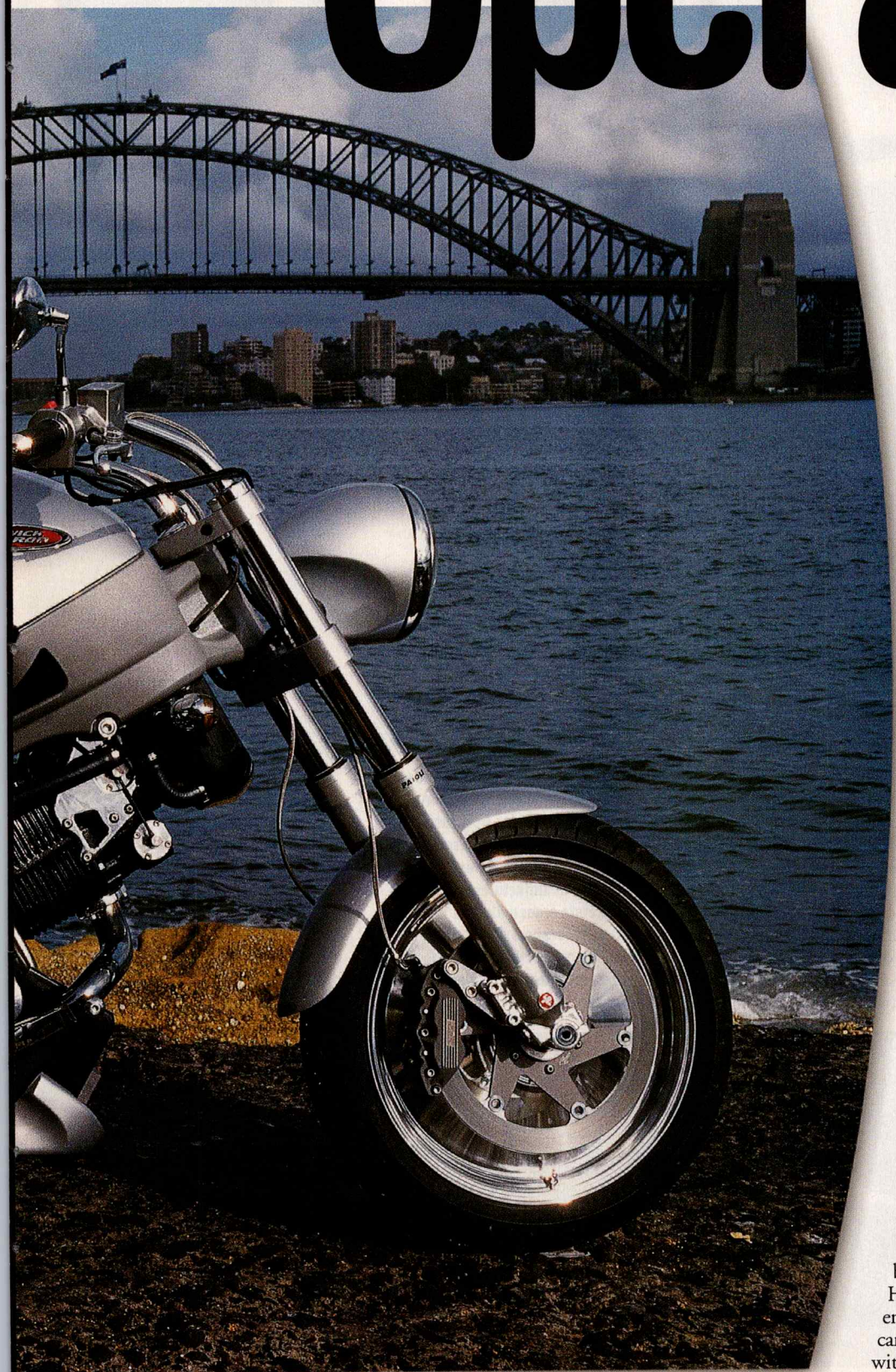
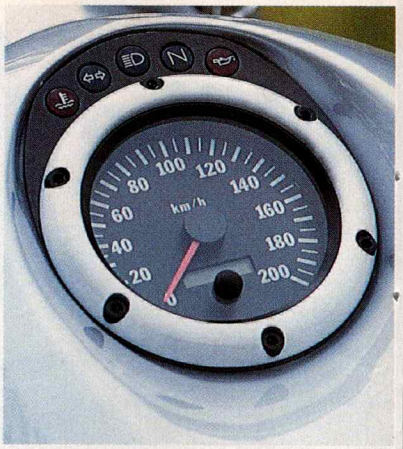


Australia Attacks: Hunwick Harrop's stunning Phantom 1500 to debut in America

By Alan Cathcart
Photography By Paul Barshon

MOVIE BUFFS SELDOM agree on their favorite version of *The Phantom of the Opera.* Is it Lon Chaney's chilling (and silent) 1925 rendition, or Claude Rains's mesmerizing portrayal of Enrique Claudin in the 1943 remake? (Better we don't mention the impenetrable 1989 version.) A parallel exists with the motorcycle you see here, the 2001 Hunwick Harrop Phantom 1500, a stunning power cruiser set to debut on the U.S. custom-bike stage first (and on these pages, for that matter) at the massive dealer and distributor show in Indianapolis, Indiana, which takes place in mid-February.

That parallel? This is not the first platform for the Phantom's scratch-built 90-degree V-twin. No, it arrived first in a bike dubbed the X1R, produced as a cooperative between Aussie megadealer Rod Hunwick and racebike tuner and engineer Paul Hallam. The bike was campaigned in Australian National races with good success. Such were the

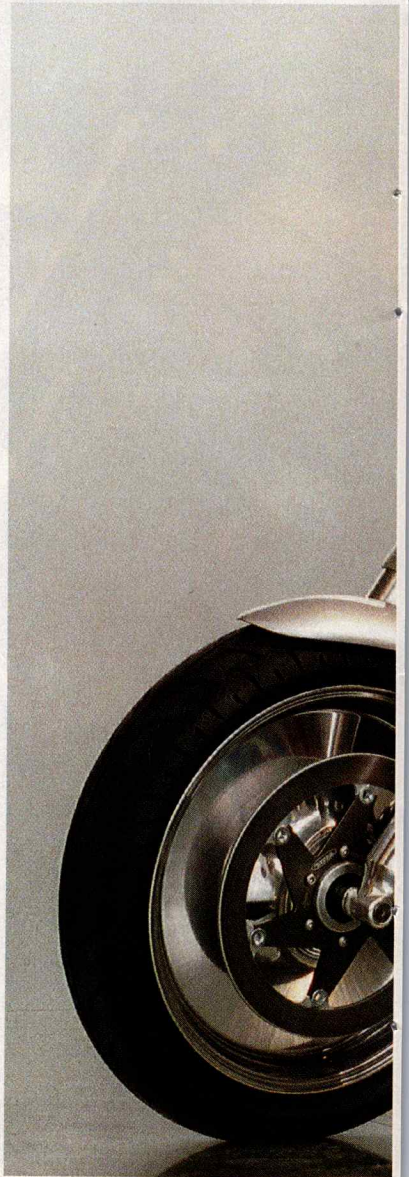


Speedometer inset in the "tank" is actually butting against the airbox. There's no tach, but you really won't miss it thanks to 100-plus foot-pounds of torque.

dramatic looks and leading-edge technology of the series of prototypes (the X1R was but one of a planned range of high-end V-twins) that they might very well have come from the drawing board of an Italian company. And it's the reappearance of this potent engine in a power-cruiser that may have sportbike-addicted riders yearning to turn back the clock and get H and H back on the street-going X1R.

Can't be done, of course. "We had separate agendas which ultimately proved incompatible," explains 43-year-old Hunwick, ultrasuccessful entrepreneur and the driving force behind the project. "Paul's emphasis was on performance engineering, whereas my focus was, and is, on developing street motorcycles for volume

Distinctive bodywork shrouds the Phantom's aluminum backbone frame and provides truly custom styling. Although HH is a small company, there's little evidence of raiding another manufacturer's parts bins. Moderate ergos make the 1500 friendly for short freeway blasts. Rolling on sportbike-spec wheels and tires, the Phantom outhandles other cruisers by a wide margin.



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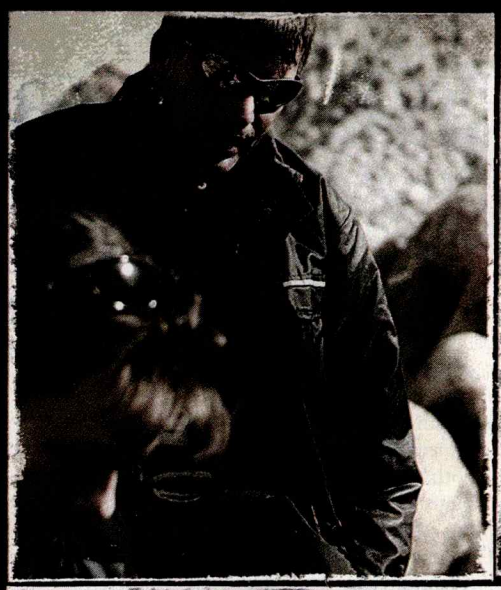
Yes, you've seen the engine before. (Pull out your March 1999 issue of *Motorcyclist*.) The previous partnership between Rod Hunwick and Paul Hallam produced the X1R racebike, which met with some success in Australian National races, and was set to become a street-legal Ducati mauler. The partnership dissolved but the engine lived on, growing from the X1R's 996cc to the Phantom's 1493cc. Power from the 1500 is said to register on seismographs from Darwin to Sydney: 102 horsepower and 101 foot-pounds of torque at the rear wheel. Don't expect to see this shark-nosed sportbike revived anytime soon.

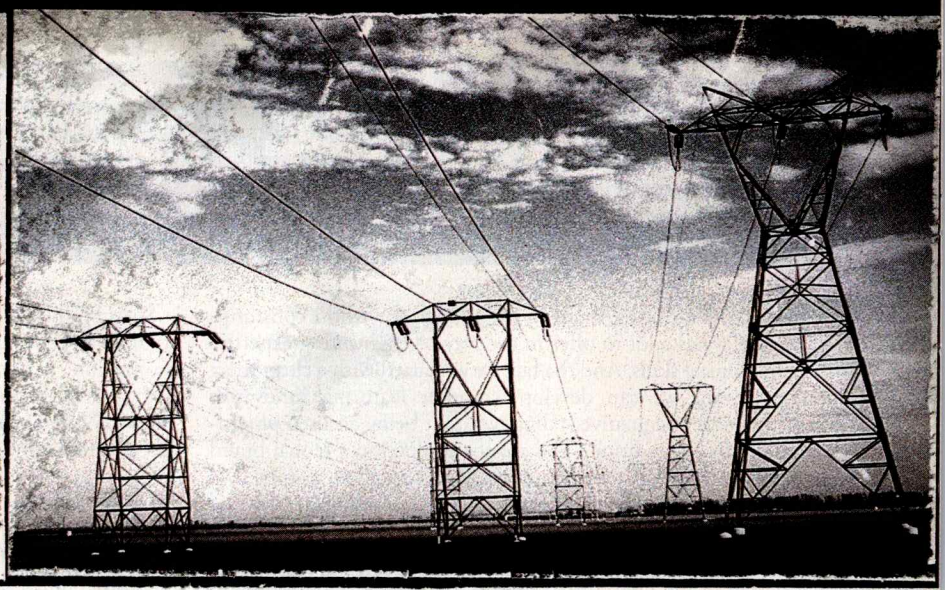
production and to bring them to the market for world consumption. Australia has a lot to offer in the way of engineering expertise and technological skills. And the fact we've started with a clean sheet of paper means we can develop a cruiser featuring innovative engineering and imaginative styling, without being accused of jettisoning decades of tradition. The chance to develop a global brand name around Australian-built products was too good to miss. We have a long-term investment strategy targeted at riding the wave of the baby-boomer generation's appetite for lifestyle products that promote individuality. That's the whole purpose underpinning the development of the Phantom 1500."

It's a philosophy shared by Japanese investment bank Nomura, which has underwritten the development costs and production start-up of the Phantom 1500 in return for equity in the company. Hunwick is expected to go public in the next 18 months.

So as Hunwick strained to get a road bike in production, it was out with Hallam and in with Harrop. Who? The born-again HH manufacturing company is formed of an alliance between Hunwick and the Melbourne-based automotive engineering firm owned by the Harrop family, a main supplier to both Ford and GM's Aussie-based Holden. Working as a supplier to the HH company, Harrop will construct the engines for the Phantom in Victoria, which will then be transported to the HH factory in the shadows of the Sydney Olympic Stadium. Some 325 Phantoms are scheduled to be manufactured in the upcoming start-up year.

Hunwick Harrop doesn't expect to see anything near Harley-Davidson's 200,000-plus annual output. It wants to maintain the Phantom's exclusivity and cachet. "These are high-end products,"

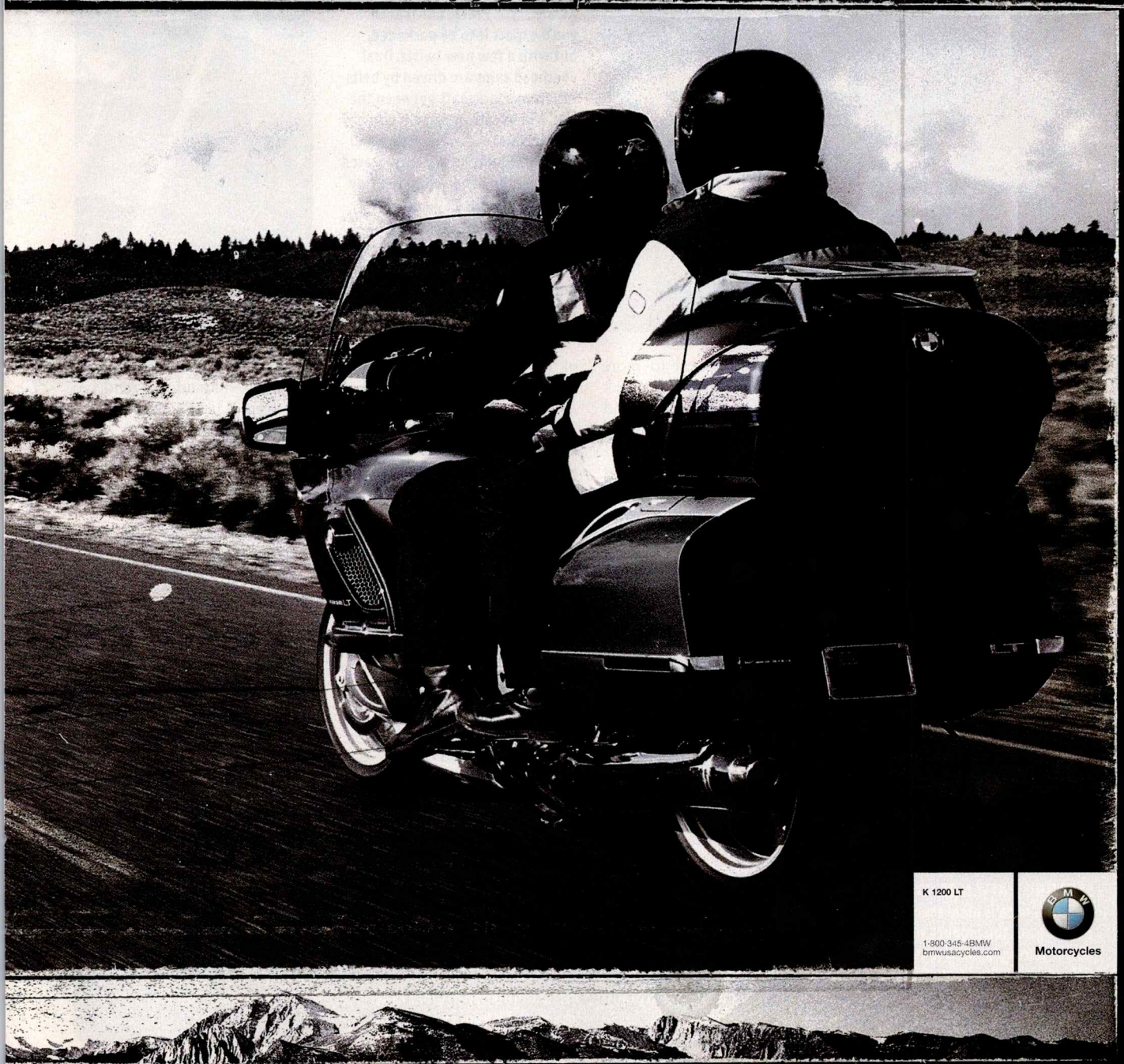




To think couples get marriage advice from some stranger
in a drab room with bad carpet and fluorescent lighting.
My husband got us a marriage counselor.
It just happens to have two wheels, a six-disk
cd changer, and a really big sunroof.
We've already done our first cross-country session.
I'm sure it's a hell of a lot more productive than a shrink.

We know the key to a healthy relationship.

Distance.



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Liquid-cooled 90-degree V-twin, Aussie style. Pretty much how you'd expect it to be packaged, but with a few new twists. Dual overhead cams are driven by belts run from a jackshaft between the vee, a la Ducati, and you'll also find the MoTeC fuel-injection and electronic-ignition systems located between the heads. Note the tidy packaging of the ECU and electrical components beneath the removable "tank" shroud. A curved radiator lives beneath the steering head, a detail maintained from the defunct X1R racer.

says Hunwick, "which by their very nature will appeal to more sophisticated, performance-oriented cruiser customers who seek an individual product featuring up-to-the-minute design and engineering instead of a style-conscious, neo-vintage engine design. They'll be looking for something that has greater reserves of performance than a Harley or any of its clones." This is an ambitious mission statement given the bike's utterly reasonable price—$38,900 Australian including 10-percent GST (local sales tax, not applicable to export orders), which translates to approximately $19,000 in U.S. currency.

You walk into the R&D shop of the HH assembly plant expecting to see a slightly warmed-over version of a Yamaha V-Star or Kawasaki Vulcan—and then you're halted in your steps, confronted with what is surely the most striking, dramatically rendered American-style motorcycle you've ever seen. The Phantom of the (Sydney) Opera is swoopy and streamlined—but also sleek. It's a cruiser with class, whose visual impact in the metal is such that you're irresistibly reminded of the first time you ever saw a Ducati 916 in the flesh, the moment when all other sportbikes were suddenly second best.

Before the Phantom can hit American roads, however, it's got to get past our federal emissions folks. It's significant that Hunwick has chosen to invest the money to obtain homologation for the U.S. market as well as to spring for the expensive, but

Webbed Fleet

Hunwick Harrop goes the virtual route

STARTING A NEW MOTORCYCLE company entails more than just cranking out the product, particularly if you're planning to sell the bulk of your output thousands of miles from home. It's something Hunwick Harrop has considered and on which will take a decidedly future-think avenue. Starting at 9 A.M. Sydney time February 12, 2001, the existing Hunwick Harrop Web site (www.hunwickharrop.com) will be upgraded to a realtime medium aimed at linking customers and dealers directly to the factory as part of Rod Hunwick's hitherto unique means of marketing an entire brand of motorcycles.

Unlike the Ducati online sales tactics, which have sold products directly on the Web, Hunwick's arrangement will appoint Phantom dealers throughout the United States and help them promote sales in the usual way. Potential customers will also have the chance to nominate their own favorite dealer. "We'll then contact the dealer, make a financial arrangement to ship the bike to him which will make it profitable for him to deal with us, and help him set the bike up and deliver it," says Hunwick. "Our bikes will be delivered with one year's worth of consumable products—such as oil filters—and the dealer will be able to access all the technical information in order to service the bike from our Web site.

HH's Rod Hunwick

Plus, we'll e-mail him any updates to the engine-management system we may develop and any parts required will be supplied by us via UPS on a 24-hour turnaround."

—A.C.

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necessary, product-liability insurance. Such commitment shows how serious the company is about making this bike successful in the U.S. market. "America is the biggest global market for cruisers, so we had to do it here or not at all," explains Hunwick. "Our engine was designed with modern technology—it's fuel injected, has an engine-management system, four-valve heads and liquid cooling—and all this makes it relatively straightforward for us to obtain EPA approval. Certainly easier than most of the other cruiser manufacturers out there."

Modern is the right description of the Phantom's 90-degree V-twin. Based on the original Hunwick Hallam prototype of six years ago, the injected, liquid-cooled, 90-degree V-twin sports four-valve combustion chambers modern in specification and design, running a modest 9.25:1 compression ratio. Belts drive dual overhead cams. For the Phantom, the X1R's engine has changed dramatically, growing from 102.0mm x 61.0mm bore and stroke (996cc) to 101.6mm x 92.1mm (1493cc).

For a cruiser, the Phantom has plenty of cornering clearance and the handling to exploit all of it.

Fitted with Australian-made MoTeC EFI with dual 45mm throttles in a single body, full sequential mapping and a single injector per cylinder, the Phantom generates serious power: a claimed 102 rear-wheel horsepower (at 6250 rpm) and a massive 101 foot-pounds of torque (at just 4250 rpm). That the Phantom's output is well down from the race-bike X1R's (150-plus hp running a race-fuel-demanding 13.8:1 compression) bodes well for the cruiser's real-world longevity. Compare the 1500's with a similarly sized Harley Twin Cam 88's output of about 64 hp and 77 foot-pounds of torque.

The Phantom's engine is fitted with an integral five-speed gearbox with gear primary drive and a wet multiplate hydraulic clutch. It acts as a stressed member in the unique chassis layout, which comprises a cast-aluminum central structure. To this frame is fitted a hefty 51mm Paioli fork and a monoshock rear end. Up front are twin 320mm French-made Beringer discs gripped by four-piston calipers made by Harrop. The handsome 17-inch cast-aluminum wheels are also made in-house and are fitted with Dunlop D207 sportbike rubber.

Once you've cranked the engine to life and it's settled down to that unmistakable trademark lilt of a 90-degree V-twin, you're aware that the Phantom has reserves of performance just waiting to be tapped. Yet just loping around town, the Phantom is extremely relaxing and easy to ride: That laid-back riding stance isn't too extreme, nor are the footrests excessively far forward. Your right leg also doesn't need to splay outward to avoid a carburetor or airbox, and this makes riding at speed much more comfortable. The widespread handlebars sprouting up from the top of the Paioli stanchions give the front end a smooth and graceful look, and are also congenial to hold on to—though you do have to grip them tightly when you crank that light-action throttle open and give the Phantom some rope.

In spite of those big, heavy pistons and the meaty, wedge-shaped flywheels, the HH engine spins up rapidly, though throttle response can be rather abrupt right off the bottom. The Phantom accelerates smoothly from as low as about 1800 rpm or 30 mph in top gear without transmission snatch, so says the clean-looking instrument cluster and warning-light array located in what appears to be the top of the fuel tank. Except that it's not the tank, it's the airbox; four gallons of fuel are carried beneath the seat. This low center of mass, together with the kicked-out steering geometry (31.5 degrees of rake) and the trainlike 66.9-inch wheelbase, contributes to good stability at speed. But what was a genuine surprise was how well the Paioli fork ate up bumps. It's very compliant and doesn't bounce up and down as you might expect with such soft springing. Unfortunately, the Koni rear shock works through limited travel and is obviously tailored to provide the kind of hardtail ride that's considered *de rigueur* among the cruiser cult.

In spite of its hardly waiflike 528-pound mass, the Phantom stops well thanks to those Beringer brakes, but what was most impressive was the way you could hustle the Phantom through corners without much fear of it grounding out. For a cruiser, the Phantom has plenty of cornering clearance and the handling to exploit all of it.

Will Hunwick's brave and innovative production and marketing strategies be rewarded with success? After seeing the Phantom of the Opera in the metal and riding it round the Olympic city, I'll be very surprised if those 325 first-year bikes don't find a ready home. But establishing the Phantom brand and moving along to the next bike on the R&D roster—the Rage performance street-rod, which is set to make the new *desmoquattro* Ducati Monster look suddenly puny—is another matter. The sell-out success of limited-edition products like the MV Agusta Serie Oro F4 and Ducati MH900e show Hunwick's analysis of the baby-boomer generation's appetite for the exclusive is spot-on. One thing's for sure: If anyone can make it work, Rod Hunwick can. Good on yer, mate.... MC

Hunwick Harrop Phantom 1500

PRICE	
MSRP	$19,000 (approx.)
ENGINE	
Type	l/c 90-degree V-twin
Valve arrangement	dohc, 8v
Displacement	1493cc
Transmission	5-speed
CHASSIS	
Weight	528 lb. (claimed dry)
Fuel capacity	4.0 gal. (16L)
Wheelbase	66.9 in. (1700mm)
Seat height	27.2 in. (690mm)

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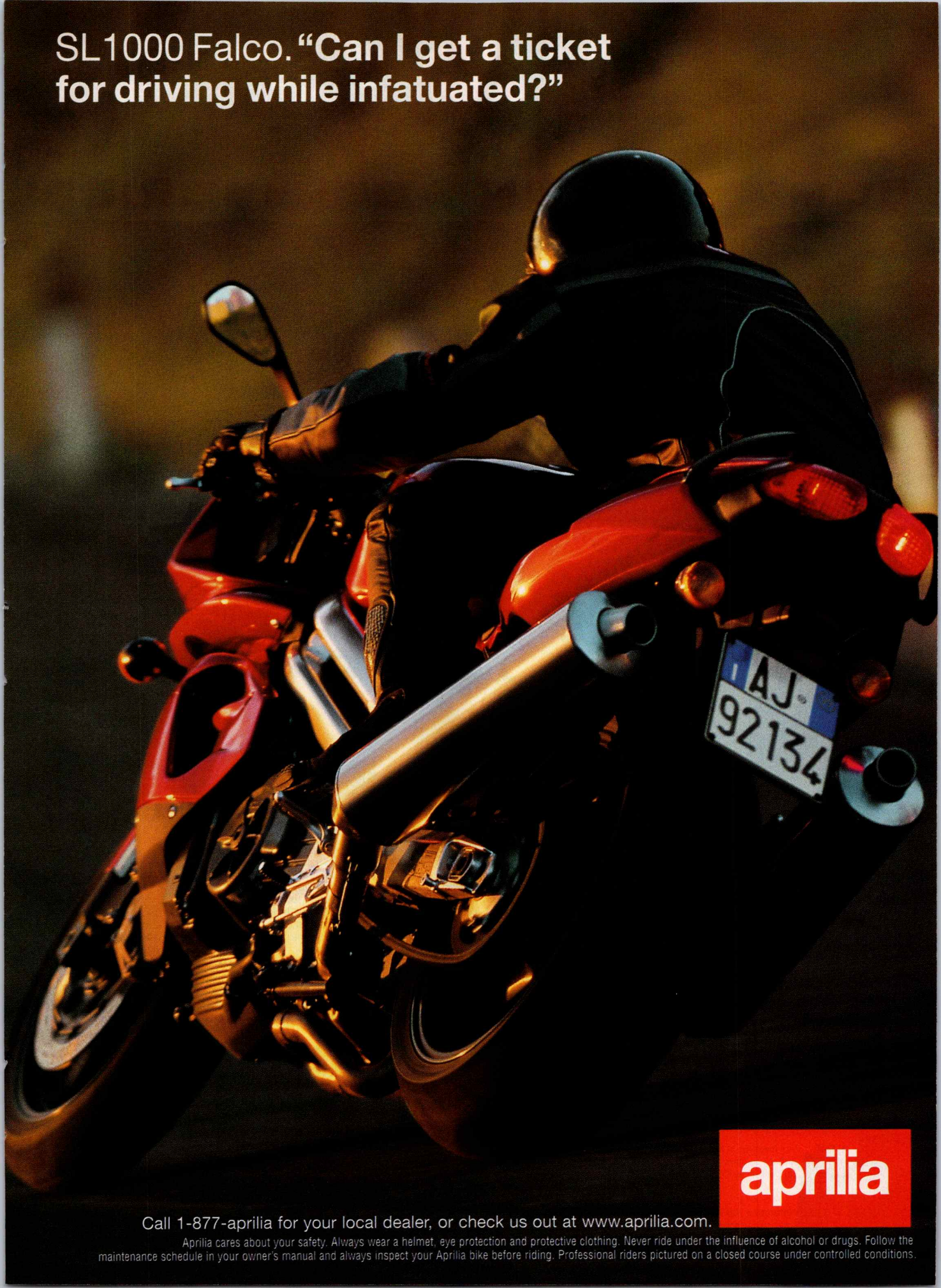
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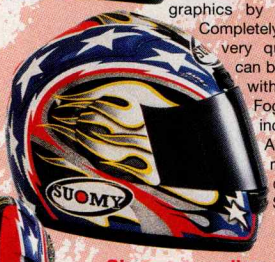

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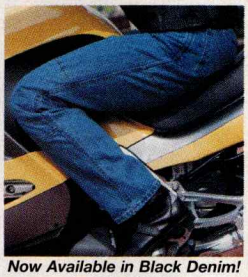

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2001 Streetbike Buyer's Guide

2001: A Streetbike Odyssey

HEY, WE'RE SUPPOSED TO BE IN SPACE THIS YEAR. A faithful—if demented—computer is meant to see to our needs. Doesn't look like it'll happen, eh? No doubt you'll be hearing a lot of references to Arthur C. Clarke's sci-fi masterpiece, and even snippets from Stanley Kubrick's 1968 breathtaker. (But probably few regarding Douglas Rain, HAL 9000's voice, who entered acting as the messenger in Tyrone Guthrie's 1957 version of *Oedipus Rex*.)

So instead, let's worry about the motorcycles. As we do each year in the March issue, we've compiled salient sentiments and random facts on every street-legal bike sold in the United States. For models with a host of options, we've listed only the base prices; where you go from there is up to you and your accountant.

48 Cruisers & Tourers | 63 Sportbikes, Sport-Tourers & Standards | 79 Dual-Sports | 82 Buyer's Guide Directory

The specifications at the end of each capsule are based on information supplied by the manufacturer or distributor and are subject to change:

Engine type with cooling system (a-c is air-cooled, l-c is liquid-cooled and a/o-c is air/oil-cooled) | **Four-stroke** (4-st) **or two-stroke** (2-st) | **Engine displacement in cubic centimeters** | **Number of transmission ratios** | **Final drive** (belt, chain or shaft) | **Fuel capacity in gallons** | **Dry weight in pounds**

BMW K1200LT $16,990

- Standard and Icon versions now wired for optional heated seats
- Top-of-the-line Custom version features a new alarm system
- New colors available for all versions

BMW's terrific K1200LT has what it takes to compete in the full-size touring-bike market: with luxury features, such as an electrically adjustable windshield, available heated rider and passenger seats and a CD changer. All three trim levels—Standard, Icon or Custom—get new colors for 2001, and the top-of-the-line Custom adds an alarm system, a trunk-mounted third taillight and a top-box luggage rack as standard equipment. The Icon and Standard versions now include prewiring for the optional heated seats.

l-c 4-st inline-4 1171cc 5-sp shaft 6.1 gal. 834 lb.

BMW R1200C EURO $15,100

- Last year's ultracustom cruiser returns
- Techno-pop styling unchanged
- The price includes plenty of accessories

Last year's R1200C Euro returns unchanged for 2001, meaning it has all the trick features of last year's bike, such as a blacked-out drive-train, minimal chrome highlights and a deep graphite finish on all major components. A small, sporty windscreen, engine case guards, halogen driving lights and a handle-bar riser capped by pullback handlebars all add to the Euro's businesslike look. The Euro has a fuel-injected 1170cc boxer engine and Telelever front suspension.

a/o-c 4-st opposed-twin 1170cc 5-sp shaft 4.5 gal. 686 lb.

H-D SCREAMIN' EAGLE ROAD GLIDE $23,995

- Just as nasty and powerful as last year's special
- Just as subtle (that would be *not*) as last year's special
- Just as likely to be sold out

Harley-Davidson's ultraexclusive and ultrasuccessful Custom Vehicle Operations unit (a kind of customizing SWAT division at the Motor Company) has created a second version of the hopped-up Road Glide. As with last year's model, the bike uses a big-bore version of the Twin Cam 88 engine that's punched out to 1550cc. With injection and other mods, there's a 10-percent power boost. A premium sound system with a 12-disc CD changer and cruise control are standard. Hope you've got your deposit on one already.

a-c 4-st V-twin 1550cc 5-sp belt 5.0 gal. 731 lb.

H-D ULTRA CLASSIC ELECTRA GLIDE $18,980

- More durable Tour Pak carrier mount
- New front speakers improve sound quality
- Top-of-the-line Harley-Davidson tops 20 grand with all options

Adding a few basic options, like two-tone paint, a security system and laced wheels brings the price tag on Harley-Davidson's Ultra Classic Electra Glide, the Motor Company's top-of-the-line dresser, to more than 20 grand. Not that you care when you get just about every other option imaginable as standard equipment, including the company's fuel-injection system as well as an improved-for-2001 stereo.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 788 lb.

BMW R1200C PHOENIX/MONTANA $15,900

- The Montana version is dressed for touring
- The Phoenix version is dressed to impress
- Standard ABS on both

Last year's R1200C is joined by a couple of new special-edition cruisers for 2001: the Montana and the Phoenix. BMW decked out the Montana for touring, with accessories such as a windshield, saddlebags, heated handgrips and a large passenger seat. The Phoenix takes a different direction for customization, with a sportier wind-screen, a two-tone Graphite and Mandarin paint scheme, and standard BBS alloy wheels. Both models feature leather seats and standard ABS.

a/o-c 4-st opposed-twin 1170cc 5-sp shaft 4.5 gal. 686 lb.

BMW R1200C $14,500

- Original techno-cruiser is back for 2001
- It combines BMW function with cruiser class
- Base version boasts all the function of the more expensive versions

BMW's first stab at building a cruiser has been a resounding success, even if the company may not have followed the traditional fat-bike style. Apparently, the R1200C appealed to a whole new audience. In typical BMW fashion, even the base version of the R1200C features all the functional equipment needed to make the bike perform as well as it looks, such as ABS-equipped triple disc brakes and Telelever front suspension.

a/o-c 4-st opposed-twin 1170cc 5-sp shaft 4.5 gal. 686 lb.

H-D FXDWG² $21,995

- Hotted-up visually, stone-stock Wide Glide otherwise
- All the gee-whiz custom stuff put on by someone else
- A true turn-key custom

The CVO-built FXDWG² may well be based on the popular Dyna Wide Glide, but it's easily distinguished from the run-of-the-mill version by dramatically lowered front and rear suspension, Lightning Star wheels, slash-cut exhaust and bullet-style turn signals as well as acres of chrome and the full-length tank console designed by Willie G. Davidson himself. (Hoo boy!) Requisite flame graphics play against a relentlessly bright red scheme. Few will be built, many desired. Bribe your dealer well.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 612 lb.

H-D HERITAGE SPRINGER $17,545

- Streamlined saddlebags ditch the fringe
- More powerful charging system better able to handle electrical accessories
- Still using old-style brakes

The Heritage Springer received a major cosmetic makeover for 2001. Many people liked the look of the old version, but others thought it over the top. In fact, some thought the fringe on the saddlebags made the Heritage Springer look like a centipede going down the road. Well, the fringe is gone. New, more-tasteful graphics complete the makeover of Milwaukee's most outrageous retro. Counterbalanced TC88B engine keeps nasty vibration at bay, too.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 716 lb.

H-D ROAD KING $16,695

- Available in Standard or Classic versions
- Standard version available in carbureted form
- Removal of metal air dam keeps the rider cooler in summer

Although not the ultimate touring rig the Ultra Classic Electra Glide is, Harley's Road King is still a very capable touring motorcycle. But touring capabilities are not the main reason people choose a Road King. Style is what buyers are after, and the Road King has style oozing from its pores. Like all Harley Big Twins, the Twin-Cam 88-powered Road King receives a much-improved transmission for 2001.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 710 lb.

H-D SOFTAIL DEUCE $16,235

- Most radical Softail returns for 2001
- Stacked "shotgun" exhaust
- First stock Harley with a stretched tank

With its chromed fork, stretched tank and sleek, custom-looking fenders, the Softail Deuce, introduced last year, took factory customization to a new level. For 2001, it's available in six solid colors and three two-tone color combinations. We like this bike a lot, but we wonder why a stretched tank holds less gas than a regular tank. It should work the other way around. Still this is one rad cruiser, one that functions as well as any machine in the category.

a-c 4-st V-twin 1450cc 5-sp belt 4.9 gal. 645 lb.

H-D ROAD GLIDE $15,780

- Available in carbureted and fuel-injected versions
- Cruise control now standard
- Stereo improved for 2001

Harley continues to refine its Road Glide, now offered in both the standard and fuel-injected form. The headlight trim-ring bezel has been blacked out to give the bike what Harley describes as a "more aggressive look." The bike receives a host of other small improvements for 2001, such as a better sound system. Cruise control is now standard. Otherwise the Road Glide is still the same bike as before, meaning it combines custom style with touring-bike practicality.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 731 lb.

H-D SPRINGER SOFTAIL $15,690

- New fuel gauge more fog-resistant
- More accurate turn-signal cancellation system
- Optional electronic fuel injection

Neither the Heritage Springer nor the Springer Softail received the new brakes the rest of Harley-Davidson's product lineup received last year. In addition, the Heritage Springer does not get the new Dunlop tires as do other 2001 Harleys. Most other improvements are incorporated into both Springer models, though, such as the new fog-resistant fuel gauge, a more-powerful 38-amp charging system and a new digital diagnostic system. It's definitely a looker.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 653 lb.

H-D HERITAGE SOFTAIL CLASSIC $16,235

- Optional electronic fuel injection provides smooth starts
- New 38-amp charging system
- Optional Harley-Davidson Factory Security System

Like the rest of the counterbalanced Twin Cam 88B engines used in the Softail models, the Heritage Softail Classic engine is available with electronic fuel injection for 2001. This set up combines a closed-loop idle-control circuit with open-loop architecture to determine fuel delivery. This has the benefit of offering smooth starts and consistent running at any altitude, though it does make injection and exhaust modifications a bit more challenging.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 696 lb.

H-D ELECTRA GLIDE CLASSIC $15,940

- Dunlop tires developed for Harley-Davidson
- Factory alarm system available
- Rubber stopper now mounted to jiffy (er, side) stand

Like all 2001 Harley Big Twins, the Electra Glide Classic can be purchased with an optional security system. A key-fob transmitter allows remote activation and deactivation. If someone interferes with the bike, the system's control module disables the starter and the fuel-control system. The alarm can be upgraded with optional devices such as a siren or pager to alert the owner of security violations.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 776 lb.

H-D DYNA WIDE GLIDE $15,695

- New seat gives Wide Glide a new look
- New backrest increases passenger comfort
- Longer sidestand tabs for easier parking

A new seat changes the profile of Harley's Dyna Wide Glide, making it look more like the original four-speed Wide Glide. Unlike the original Glide, which was first powered by a Shovelhead, this version uses the Twin Cam 88 powerplant, although in non-counterbalanced form. But the Dyna Wide Glide is much smoother than its solid-mounted predecessors, thanks to rubber motor mounts. Now if Harley would only bring back the flame paint job of the original.

a-c 4-st V-twin 1450cc 5-sp belt 5.2 gal. 612 lb.

H-D FAT BOY $15,495

- Factory security system available
- Fuel injection now available
- The bike that put the Softail on the map

Like all Softails, Harley's Fat Boy is now available in either carbureted or injected forms. One improvement not limited to the Softail series involves a change to the oil system. Harley has realized something the rest of the motorcycling world has long known: Filtered oil contains fewer contaminants than unfiltered oil. Thus all 2001-model Harley-Davidson motorcycles filter their oil prior to entering the engine, rather than upon leaving the engine enroute to the remote oil tank, meaning critical engine components receive cleaner oil.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 666 lb.

H-D DYNA SUPER GLIDE T-SPORT $14,720

- Fork-mounted fairing with adjustable windshield
- Nylon bags feature water-proof inner pouch
- "T" stands for "touring"

The T-Sport is the only completely new civilian motorcycle in Harley's lineup for 2001, replacing last year's Dyna Convertible. The most obvious difference between the T-Sport and the Convertible is the T-Sport's handlebar-mounted fairing, which features a windshield that is adjustable for both height and angle. Less obvious is the fully adjustable suspension from the Dyna Sport. The bags are new, too, featuring a water-proof inner pouch and slip-on rain covers for better weather protection.

a-c 4-st V-twin 1450cc 5-sp belt 4.9 gal 642 lb

H-D DYNA LOW RIDER $14,595

- New low-slung seat
- An even lower Low Rider for 2001
- Buckhorn handlebar finally replaced with more comfortable unit

New, shorter shocks and a new seat that's had a generous portion of padding scooped out mean that, with a seat height of just 25.2 inches, this is the lowest Low Rider ever. The changes for the year 2001 don't stop there. Finally noticing that the vast majority of Low Rider owners trash the stock buckhorn-style bar and replace it with either a drag-style bar or ape hangers, the Motor Company replaced the buck-horn bar with a more ergonomically correct unit. Why this bike is more expensive than the better-performance Sport is a mystery.

a-c 4-st V-twin 1450cc 5-sp belt 4.9 gal. 614 lb.

H-D ELECTRA GLIDE STANDARD $13,595

- Shift effort reduced by a claimed 30 percent
- More accurate self-canceling turn signals
- Removal of metal air dam means cooler cockpit in hot weather

The Electra Glide Standard remains the company's least-expensive tourer. For 2001, the Standard receives many of the same improvements as the other Electra Glides, such as new turn-signal-cancellation hardware that determines when to shut down the signals based on the motorcycle's bank angle. A solid-state accelerometer and other sensing devices determine the bike's angle, speed and acceleration, and shut off the signals. Cool, huh?

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 758 lb.

H-D DYNA SUPER GLIDE $11,470

- Still Harley's lowest-priced Big Twin
- Improved transmission provides reduced shifting effort
- New Scanalyzer analyzes everything but bike's blood-alcohol content

The Dyna Super Glide is still the lowest-priced Big Twin Harley sells, but it still receives the improvements of the other Dyna models, such as a smoother-shifting transmission. Like all 2001 Harley Big Twins, the Dyna Super Glide features Harley's new Digital Technician, a system that allows technicians to diagnose any mechanical problems by plugging in the Scanalyzer diagnostic computer.

a-c 4-st V-twin 1450cc 5-sp belt 4.9 gal. 612 lb.

H-D NIGHT TRAIN $14,635

- New high-efficiency oil pump improves oil flow
- Rear disc wheel and 21-inch laced front wheel
- Now available in Jade Sunglo Pearl

Some people like black bikes, others don't. Those who fall into the latter camp probably didn't think too seriously about purchasing last year's Night Train, which was only available in black. This year Harley offers a version of the Night Train for those who like a different kind of pigment in their paint. In this case, the pigment is Jade Sunglo Pearl. Otherwise, this is the same bike as last year, except for the across-the-board revisions shared with the rest of the Softail family.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 630 lb.

H-D DYNA SUPER GLIDE SPORT $13,720

- New bullet-shaped turn signals allow increased handlebar adjustment
- New three-inch-diameter mufflers reduce vibration
- Outward-facing fuses are easier to replace

We've always liked the Dyna Glide Sport, especially with the adjustable suspension and quality brakes introduced last year. The Sport was one of the best-handling bikes Harley had ever built, but the agrarian transmission used on previous models was annoying. Last year, Harley built a better tranny for the Softails and this year introduces it to the rest of the Big Twin line. That's made one of our favorite Harleys just that much better.

a-c 4-st V-twin 1450cc 5-sp belt 4.9 gal. 619 lb.

H-D SOFTAIL STANDARD $12,535

- Least expensive Harley with counterbalanced Twin Cam 88 engine
- Now available with optional fuel injection
- Distinctive kicked-out-fork, hardtail look

The Dyna Super Glide undercuts the price of the Softail Standard by more than $1000, but the Softail might be the better buy. See, the Standard uses the counterbalanced version of Harley's Twin Cam 88 engine. Both bikes offer a smooth ride, but the Super Glide is smooth because it masks the shaking of its big V-twin engine with rubber motor mounts, while the counterbalanced Softail Standard just plain doesn't shake. It's an elegant solution to riding a paint shaker. Kudos, Harley.

a-c 4-st V-twin 1450cc 5-sp belt 5.0 gal. 630 lb.

H-D SPORTSTER 1200 CUSTOM $8995

- New high-contact-ratio cam gears provide quieter operation
- New high-efficiency oil pump helps keep more oil inside engine
- Show-bike looks, Sportster price

So your banker won't lend you the money to buy that Deuce you've been pining for, but she offered to front you the cash to buy a Sportster. You're in luck, because the Sportster 1200 Custom is one trick piece. Not quite as trick as a Deuce, mind you, but with its 21-inch laced front wheel, rear disc wheel, black-and-chrome engine and pull-back handlebar, the Custom has all the same styling cues.

a-c 4-st V-twin 1200cc 5-sp belt 3.3 gal. 491 lb.

H-D SPORTSTER 1200 SPORT $8595

- Best-handling Sportster ever
- Six colors available
- New Dunlop tires designed for Harley-Davidson motorcycles

The Sportster Sport is the Sportster model most likely to be ridden hard. The high-compression engine and adjustable suspension practically beg the rider to test this bike's limits. But many owners have discovered that revving an XL engine leads to oil blowing into the air cleaner, which can be messy when an aftermarket open air cleaner is installed. Harley claims its new high-efficiency oil pump lowers the amount of oil carryover, helping keep the slippery stuff inside the engine, where it belongs. This one's fun.

a-c 4-st V-twin 1200cc 5-sp belt 3.3 gal. 501 lb.

H-D SPORTSTER 883 $5595

- Same across-the-board improvements as 1200 versions
- Trick Custom version available for an additional $1100
- Lower Hugger version available for an additional $460

The 883cc versions of the Sportster receive many of the same mechanical changes as their larger brethren, such as an improved oil pump and quieter cam gears. The Hugger version, with its ultralow 27.1-inch seat height, is available for an additional $460. Those opting to pop for the trick Custom version get a laundry list of special equipment for their additional $1100, such as forward foot controls, custom handlebar risers and a two-person seat.

a-c 4-st V-twin 883cc 5-sp belt 3.3 gal. 489 lb.

HONDA VALKYRIE INTERSTATE $15,499

- Still using 1520cc opposed-six
- Huge 6.9-gallon fuel tank
- New two-tone paint available

There was much speculation that Honda would introduce a new Valkyrie along with the new Gold Wing, but after seeing the new Wing, it seems highly unlikely that much of its technology would translate well into the cruiser genre. That beautiful aluminum perimeter frame on the Wing wouldn't look right on a cruiser, and it would be tough to integrate the twin side-mounted radiators into a cruiser package. Thus both versions of the Valkyrie (the Tourer was dropped this year) continue with nothing but color changes for 2001.

l-c 4-st opposed-6 1520cc 5-sp shaft 6.9 gal. 771 lb.

HONDA SHADOW A.C.E. TOURER $9299

- $700 price drop for 2001
- Quality touring accessories at a bargain price
- A good value gets even better

When Honda introduced the Shadow A.C.E. Tourer for the 1997 model year, the original price tag was a whopping $11,000. Steep, but it bought you a nice motorcycle equipped with a windshield and a pair of hard saddlebags. In 1999, Honda dropped the price to $10,000, making it an even better value. This year Honda has reduced the price by another $700, making it a flat-out bargain. At this price, the buyer is getting a great bike, and the touring accessories are practically free.

l-c 4-st V-twin 1099cc 5-sp shaft 4.2 gal. 626 lb.

H-D SPORTSTER 1200 $7895

- New oil pump helps keep oil in engine and out of airbox
- New, quieter cam gears
- Spinylok cylinder liners reduce oil consumption

Harley-Davidson's Evolution Big Twin engine was improved in every way compared with the Shovelhead. One of the major improvements was the use of Spinylok cylinder liners. Spinylok refers to a casting process that anchors steel liners to aluminum cylinder walls, which decreases oil consumption and improves bore straightness. This process wasn't used on the Evolution versions of the XL engine. Until now. This helps make the latest sportsters the most functional sportsters ever.

a-c 4-st V-twin 1200cc 5-sp belt 3.3 gal. 491 lb.

HONDA GOLD WING $17,499

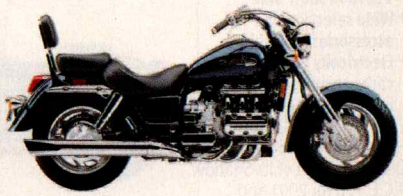
- 24 pounds lighter than the old Gold Wing
- All-new, fuel-injected, 1832cc engine
- ABS, heated grips and CD changer finally available

The new Gold Wing has everything its predecessor lacked, like a stiff aluminum frame, radial tires, large fuel tank, push-button-operated reverse gear, advanced closed-loop fuel injection and all the options BMW riders have long taken for granted, like heated hand grips and a CD changer. How good is the new Wing? Put it this way: It'll out-handle and out-accelerate the old Wing with contemptuous ease and yet hasn't lost a bit of typical GL polish.

l-c 4-st opposed-6 1520cc 5-sp shaft 6.9 gal. 771 lb.

HONDA VALKYRIE $13,099

- Polished aluminum hollow-cast wheels are new
- For those who prefer a six pack
- New paint options



Thanks to its torquey engine and surprisingly nimble handling, the Valkyrie has always been one of our favorite big cruisers, but its days at the top of Honda's cruiser lineup are numbered. In March, Honda will begin selling its 2002-model VTX, an 1800cc V-twin power cruiser. It seems the public prefers the cylinders powering its cruisers bent into a V formation, and it only seems to want (at most) a pair of those cylinders. That leaves the smooth-running six-cylinder Valkyrie for the nonconformist. Get yours while they last.

l-c 4-st opposed-six 1520cc 5-sp shaft 5.3 gal. 682 lb.

HONDA SHADOW AERO $8999

- The Aero now has the same smooth engine as other Shadows
- Maintenance-free battery means even lower-maintenance Shadow
- Lower price for the new year

In 1995, Honda brought out a version of its 1099cc Shadow engine that abandoned the offset-crankshaft setup used to control vibration in the original 1100 Shadow, for a Harleyesque single-pin arrangement. This added a unique spudlike cadence to the exhaust, but cost power and smoothness. That version is now dead and buried. The stylish Aero—which had been the last Shadow still using the single-pin engine—receives the smoother-running and better-performing staggered-crank engine for 2001.

l-c 4-st V-twin 1099cc 5-sp shaft 4.2 gal. 615 lb.

HONDA SHADOW SABRE $8199

- Engine tuned for low-end and midrange torque
- Low-maintenance features mean less time and money spent on tune-ups
- Budget-priced performance cruiser

Anyone waiting for Honda to bring in the 2002 VTX will have to settle for the current Shadow Sabre this year. The Sabre is currently the hottest V-twin cruiser in Honda's lineup, and not a bad choice. The Sabre might lack a few cubic inches, but it has all the style and chrome plating cruiser riders expect in a bike. Best of all, the Sabre costs a bit more than half of what the VTX will likely cost, making it a bargain.

l-c 4-st V-twin 1099cc 5-sp shaft 4.2 gal. 573 lb.

HONDA MAGNA $7499

- Last in a long line of V-four Honda cruisers
- Automatic cam-chain tensioner
- Chain final drive reduces unsprung weight

The 1982 Magna gave birth to the Interceptor in 1983. And while the sporty Interceptor survived the 1980s, the Magna came and went. By 1994 the VFR750F—the then-current version of the Interceptor—returned the favor and gave birth to the Magna you see here. The Magna lost the VFR's gear-driven cams, replaced by chain-driven units, but in a surprising move Honda retained the VFR's chain final drive. Think of it as a cheap muscle-bike with good lineage.

l-c 4-st V-4 748cc 5-sp chain 3.6 gal. 505 lb.

HONDA SHADOW SPIRIT 750 $5999

- Apes styling cues of the VTX1800 show bike
- Wide selection of accessories available
- Electrically heated dual carbs ensure smooth riding in cold weather

Honda has dropped the Deluxe version of its Shadow A.C.E. 750 for 2001 and replaced it with a completely restyled version of the next-to-smallest Shadow: the Spirit 750. Like the larger Spirit 1100, the 750 abandons the fat-fendered classic retro look in favor of a hot-rod motif, and, not surprisingly, to look like the VTX1800 show bike, a machine that will be available in March as a 2002 model.

l-c 4-st V-twin 745cc 5-sp chain 3.7 gal. 505 lb.

HONDA REBEL $2999

- Low weight means bike is easy to pick up if you go "rolling on your Rebel"
- Munchkin-friendly seat height
- Still a bargain, even at double its original price

In 1985, Honda saturated the television airwaves with an ad campaign that had people riding their Rebels for a mere $1300. Today the price has crept up to more than twice that amount, but even with a price hike, the Rebel is still one of the cheapest street-legal motorcycles you can buy in the United States. And unlike some of its more recent single-cylinder competitors, the Rebel has a twin-cylinder engine which gives the little Honda a bit more oomph.

a-c 4-st V-twin 234cc 5-sp chain 2.6 gal. 306 lb.

HONDA SHADOW SPIRIT $7999

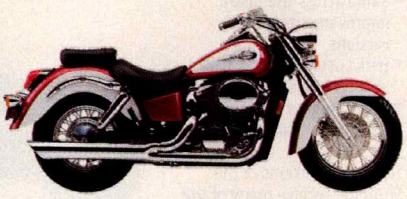
- Combines function and style
- Now even lower maintenance than before
- The original Shadow 1100 is finally perfected

Honda has always been a bit confused about what big-inch V-twin cruiser buyers want. The original Shadow 1100 was technically advanced, but it looked like Bullwinkle in the rut. The second iteration was pretty, but it only had four speeds. The Spirit combines the looks of the second generation with the function of the first generation, making this one of the best Shadows ever. For 2001, the Shadow Spirit gets two new color options.

l-c 4-st V-twin 1099cc 5-sp shaft 4.2 gal. 544 lb.

HONDA SHADOW A.C.E. 750 DELUXE $6199

- Speedometer now set in tank, where cruiser buyers seem to want it
- Even more retro for the new year
- Not just two, but three new color combinations available



When Honda introduced its original Shadow, it was as a 750. Hard as it is to believe today, back then a 750 was considered a large motorcycle, one capable of competing with the cast-iron Harley-Davidson Shovelheads. And the bike's $3000 asking price was then considered high. But that bought a lot of features, like shaft drive and hydraulically adjusted valves. Honda's dropped the basic A.C.E. 750 for 2001, leaving only the Deluxe version.

l-c 4-st V-twin 745cc 5-sp chain 3.7 gal. 505 lb.

HONDA SHADOW VLX $4999

- Liquid-cooled V-twin cruiser for cheap
- Standard model is only available in black
- Deluxe model with extra chrome and different color choices available

The original Shadow VLX, introduced in 1991, marked Honda's first attempt to replicate the hardtail look by hiding the rear suspension. Honda got a lot of things right with this bike; so many, in fact, that other than minor stylistic changes, this is the same basic bike it sold a decade ago. Today, there are two versions, the VLX and the upmarket VLX Deluxe for $300 more. It's one of the first bikes we recommend to beginning riders with short inseams and a tight budget.

l-c 4-st V-twin 583cc 5-sp chain 2.9 gal. 445 lb.

KAWASAKI VULCAN 1500 NOMAD Fi $12,999

- New seamless five-gallon fuel tank increases range and looks great
- New-for-2001 electronic speedometer
- Repositioned steering lock easier to reach

When the Japanese manufacturers started building touring-oriented cruisers, they created some great motorcycles, but many fell short on range. Kawasaki did much to rectify that situation last year by installing fuel injection on its V-twin Nomad. This year it improves things even more by giving the Nomad Fi the five-gallon tank from the fuel-injected Vulcan Classic, finally giving the Nomad the cross-country legs it's needed all along. See you on the highway.

l-c 4-st V-twin 1470cc 5-sp shaft 5.0 gal. 739 lb.

THE ALL-NEW INTRUDER VOLUSIA. PLENTY OF BIKE. PLENTY OF ATTITUDE.

From alleyways to highways, the Intruder® Volusia™ garners attention wherever it roams. No small wonder either. Because after all, it comes equipped with everything you could possibly want in a cruiser. We're, of course, talking about its stunning retro-styling, featuring a beautifully sculpted fuel tank, deeply valanced fenders, spoked wheels, wide tires, even wider handlebars and brilliantly chromed dual exhaust. Not to mention a potent V-twin engine that can easily take you wherever your heart desires. So get out there on the open road. And don't be surprised if people toss a few stares your way. Just don't take it the wrong way.

SUZUKI

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KAWASAKI VULCAN 1500 NOMAD $12,299

- The Nomad for those who prefer a carburetor
- Smaller, 4.2-gal. fuel tank
- A simpler, lighter alternative to the Nomad Fi

In the great tradition of maintaining longevity in model lines and often producing both old and new versions of bikes simultaneously, we've got the 1500 Nomad. No, it's not fuel injected like the Fi, and it didn't get the larger fuel tank for 2001; in fact, it's pretty much the same bike as last year. And, it's a mere $700 cheaper than the injected version. Why keep it? Because there's a market for it, dummy, and for a lot of buyers the extended range of the Fi just isn't alluring, nor is the injection itself. To each his own, then.

l-c 4-st V-twin 1470cc 5-sp shaft 4.2 gal. 732 lb.

KAWASAKI VULCAN 1500 DRIFTER $11,799

- New seamless five-gallon tank from injected Classic
- Every part that could be unbolted has been dunked in the chrome tank
- Dip in the chrome pot only adds $300 to price tag

Kawasaki has finally seen fit to ditch the dual saddle previously mounted to its Drifter, replacing it with a solo saddle that would look right at home on Trigger. It's a definite improvement. A new chrome package featuring chromed fork cover, case guards and handlebar further livens up the Drifter party. And a new five-gallon seamless tank means you can now spend longer stints in the pretty new saddle. A unique cruiser that looks pretty good, too.

l-c 4-st V-twin 1470cc 5-sp shaft 5.0 gal. 668 lb.

KAWASAKI VULCAN 1500 CLASSIC $9999

- Budget-priced big Vulcan still carries its Y2K price tag
- Least expensive big Vulcan
- New paint is the news this season

The Vulcan 1500 Classic was Kawasaki's first successful big-inch cruiser that didn't look like a prop from a Godzilla movie. The only real news here is the price tag, which is the same as last year. Nothing else has changed on the price-leader Vulcan 1500 Classic either, except for some new paint options. This year's choices are Metallic Dark Bronze/Metallic Champagne Gold and Luminous Vintage Red/Pearl Luster Beige. It's one of the best all-around cruisers available.

l-c 4-st V-twin 1470cc 5-sp shaft 4.2 gal. 644 lb.

KAWASAKI VULCAN 800 CLASSIC $6999

- Hidden rear shocks recreate the hard-tail look
- Counterbalancer damps vibes of single-pin-crank V-twin
- Fat-tire interpretation of Vulcan 800 concept

Kawasaki's Vulcan 800 classic putts into the new millennium with no changes whatsoever, but we don't think Vulcan fans will mind. With its counterbalanced, liquid-cooled, eight-valve, 805cc V-twin and clever frame that hides the rear shock, the fat-tire, big-fender version of the Vulcan 800 is a very nice midsize cruiser. The mechanical drum rear brake even brings a bit of authentic 1940s-era technology to the mix.

l-c 4-st V-twin 805cc 5-sp chain 4.0 gal. 516 lb.

KAWASAKI VOYAGER XII $12,299

- The full-dress tourer with an '80s-spec pedigree
- Celebrating its 15th birthday
- Old Voyager finally tops 12 grand

When you see a Kawasaki Police Special, do you wonder just how Kawasaki can afford to keep producing the two-valve KZ1000 engine that was mature long before Ponch and Jon ever saddled up? Well, maybe you'll wonder about the Voyager XII, too. Introduced in 1986, the inline-four-powered tourer has seen its share of detail improvements, but it's mainly the same bike today, albeit with a $12,000-plus price tag. Other big-rig tourers have eclipsed the Voyager, but are all more expensive.

l-c 4-st inline-4 1196cc 5-sp shaft 6.1 gal. 728 lb.

KAWASAKI VULCAN 1500 CLASSIC Fi $10,799

- Seamless tank adds a touch of class
- A good-looking cruiser that works well, too
- New color options for 2001

We admit it—Kawasaki's Vulcan 1500 Classic Fi is one of our favorite cruisers. In a field crowded with excellent machinery, that's saying a lot. This bike flat-out works, whether you're riding it at a brisk pace along a winding back road or touring halfway across the country. Kawasaki got the details right on this one. Even the floorboards work well, providing a comfortable perch for your boots without interfering with the rear brake pedal.

l-c 4-st V-twin 1470cc 5-sp shaft 5.0 gal. 659 lb.

KAWASAKI VULCAN 800 DRIFTER $7499

- Good-looking solo saddle finally makes an appearance—standard
- Chrome package brightens things up
- Candy Cardinal Red color shimmers like wet Jell-O

Face it—the funky saddle on last year's Drifter wasn't what you'd call "aesthetically pleasing." Functional, yes. Good-looking, no. That two-up saddle is finally gone, replaced by a much more attractive solo piece. To further improve the Drifter's image (as well as improve sales, Kawasaki hopes), just about any bit of metal that can be unbolted is now chrome-plated. A new Candy Cardinal Red paint scheme helps set off the new shiny pieces.

l-c 4-st V-twin 805cc 5-sp chain 4.0 gal. 547 lb.

KAWASAKI VULCAN 800 $6299

- Personalize the Vulcan 800 with Kawasaki's Fire & Steel line of accessories
- Drum rear brake recreates those thrilling days of yesteryear
- Only $200 more than last year

The price-leader Vulcan 800 standard is Kawasaki's version of what the Germans used to call a "soft chopper." We have no idea what they meant. To us it sounds like what you feel when Grandpa tries to bite you while he's not wearing his dentures. Whatever, we think Kawasaki's Vulcan 800 is a pretty darn good one, especially when painted in the new-for-2001 Candy Persimmon Red and Metallic Dark Bronze livery.

l-c 4-st V-twin 805cc 5-sp chain 4.0 gal. 496 lb.

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KAWASAKI VULCAN 750 $6099

- A cruiser with a nuclear half-life
- Wide selection of Kawasaki Fire & Steel accessories available
- Older-than-dirt Vulcan still one of the most technologically advanced cruisers

When we first laid eyes on Kawasaki's Vulcan 750, Walter Mondale was challenging Ronald Reagan for the presidency. Times have changed, but the Vulcan is still more or less the exact same beast. But with its shaft drive, double-overhead-cam, four-valve-per-cylinder engine with hydraulically adjusted valves and an air-assisted suspension, the Vulcan 750 is more advanced than many cruisers that are less than half its age.

l-c 4-st V-twin 749cc 5-sp shaft 3.6 gal. 483 lb.

KAWASAKI VULCAN 500 LTD $4699

- Six-speed tranny has positive neutral finder
- Revvy 498cc twin
- More Kawasaki Fire & Steel accessories than you can shake a stick at

Kawasaki's Vulcan 500 LTD is a great example of parts-bin engineering. Kawasaki yanked the powerplant from its long-running EX500 and mounted it in a cruiser-type chassis, continuing a long-running tradition of Kawasaki vertical-twin cruisers dating back to the 454 LTD and belt-drive 440 LTD. Even today, it comes across as a perfectly modern, well-mannered engine, making excellent low-end power and a pleasant vertical-twin thrum.

l-c 4-st vertical-twin 498cc 5-sp chain 4.0 gal. 439 lb.

KAWASAKI ELIMINATOR 125 $2499

- "Dragstrip-inspired looks," probably uninspired performance
- Matches its "entry purpose"
- Not available in California

If you need to know how important the entry-level class has become, consider that Kawasaki's only completely new bike for 2001 is this Eliminator 125. A lightweight, modestly powered single intended for rank beginners, the Eliminator has the basic specs covered and will probably become a fixture at MSF schools around the country. For the really adventurous, Kawasaki claims the old-fashioned king-queen stepped saddle provides "laid-back comfort for two."

a-c 4-st single 124cc 5-speed chain 3.4 gal. 282 lb.

MOTO GUZZI CALIFORNIA EV $11,500

- The touring version of the California is back
- Enough chrome to fry your retinas on a sunny day
- Available windshield and hard luggage

Gone after a year-long hiatus, the California EV is back in all its chrome-plated glory. One look at the spec sheet lets you know this is a cruiser with serious sporting pretensions. Check it out: 45mm adjustable Marzocchi fork, adjustable Sachs-Boge rear shocks, tubeless BBS steel rims and linked triple-disc brakes with big honking Brembo rotors up front. A wide selection of accessories is available.

a-c 4-st V-twin 1064cc 5-sp shaft 5.0 gal. 550 lb.

MOTO GUZZI CALIFORNIA SPECIAL $10,950

- $750 less than Y2K version
- Rear mudguard is "particularly curvilinear"
- A few 2001 models available with Y2K-spec fork and tires

The good news regarding Moto Guzzi's California Special is that Guzzi dropped the price by $750. The bad news is that to achieve this new lower price, Guzzi had to cut a couple of corners. Gone are last year's adjustable fork and tubeless tires, replaced by a nonadjustable unit and tube-type tires. Otherwise it's still the same great-handling cruiser it's always been. Of note is the rear fender, which Guzzi describes as "eagle's beak" shaped and claims is "particularly curvilinear."

a-c 4-st V-twin 1064cc 5-sp shaft 5.0 gal. 545 lb.

MOTO GUZZI CALIFORNIA JACKAL $8495

- A blank canvas, waiting to be accessorized
- The California for the chromeophobic
- An even better bargain than last year

Guzzi brings the California Jackal in for the same price as last year, meaning that when adjusted for inflation, one of last year's best deals gets even better. Think of the Jackal as a blank canvas. Are you the Iron-Butt, long-distance touring type? Accessorize your Jackal with some of the touring bits available from Guzzi, like hard bags and windshield. Are you the café-racing type? Set up your Jackal with upgraded shock absorbers, a second front brake disc and tachometer.

a-c 4-st V-twin 1064cc 5-sp shaft 5.0 gal. 542 lb.

SUZUKI 1500 INTRUDER LC $9999

- Long, low and massive
- Finning on air- and oil-cooled engine not just for looks
- Three new colors available

Suzuki mounts the fuel tank under the rider's seat on its Intruder LC. While this limits the total fuel capacity, thus limiting this bike's touring range, it does help lower the bike's center of gravity, helping to disguise the sheer bulk of this very large motorcycle. Just don't think the "LC" in the title of this biggest of Intruders stands for "liquid cooling." Other than a spray of oil on some of the hotter bits, the LC relies on old-fashioned air to carry away heat.

a/o-c 4-st V-twin 1462cc 5-sp shaft 4.1 gal. 644 lb.

SUZUKI 1400 INTRUDER $8349

- New colors for 2001
- Except for an extra cog in the gearbox, pretty much 1987 status quo
- One of the last remaining original Japanese big twins

Except for a couple of new color combinations, Suzuki hasn't changed the 1400 Intruder for 2001. In fact, except for the addition of an extra gear in the tranny back in the mid-1990s, the current 1400 Intruder hasn't changed a whole lot since its introduction back in 1987. With its mid-1980s styling and technology, such as its double-sided exhaust, tall cylinders, kicked-out front end and oversized sissy bar, the Intruder will transport a rider back to the days of Duran Duran.

a/o-c 4-st V-twin 1360cc 5-sp shaft 3.4 gal. 535 lb.

SUZUKI INTRUDER VOLUSIA $6599

- Classic retro version of the 805cc Intruder
- Intruder engine retuned for more torque
- Right-side-exiting exhausts and single carb, just like certain American cruisers

Rather than updating its existing 805cc Intruder for 2001, Suzuki chose to introduce a new member of the midsize Intruder family: the Intruder Volusia. Volusia is a county in Florida, as anyone who watched the news during the aftermath of last fall's election debacle should be well aware. And Volusia County, Florida, is not just any county: It's the county in which Daytona Beach is located. That should give you a clue as to the intended market for the Intruder Volusia.

l-c 4-st V-twin 805cc 5-sp shaft 4.2 gal. NA

SUZUKI MARAUDER $5999

- Bargain-priced version of 805cc Intruder
- Inverted fork gives the bike a performance look
- New graphics might be described as "bold"

The phrase "bold new graphics" has become a clichéd way of saying, "Nothing's changed." Even the most shameless advertising types no longer use the phrase. But this year's list of changes to the Marauder pretty much begins and ends with new graphics, and, well, they border on bold. Since the Marauder is such a bargain, we'll forgive Suzuki for leaving it status quo. With its inverted fork and chain drive, the Marauder is one of the most-sporting bikes in Suzuki's cruiser lineup.

l-c 4-st V-twin 805cc 5-sp chain 3.4 gal. 456 lb.

SUZUKI GZ250 $2999

- New bike that costs less than some used machines
- 302-pound dry weight won't scare neophytes
- Maintaining the simple engine won't break the (piggy) bank

For those who absolutely insist on a brand-spanking-new motorcycle, but who have limited funds, there's Suzuki's GZ250, one of the least-expensive street-legal motorcycles on the market. It's even legal for freeway cruising, although its lack of power might make actually trying to ride it on the freeway quite an adventure. For lightweight riders who don't expect to spend much time on the highway, it'll be fine.

a-c 4-st single 249cc 5-sp chain 3.7 gal. 302 lb.

TRIUMPH THUNDERBIRD $8999

- Triumph's basic, retro-flavored triple returns for another year
- Accessorize to taste
- Now the sportiest T-bird

Triumph has pulled the plug on its critically acclaimed Thunderbird Sport, leaving the standard Thunderbird to carry on as Triumph's sportiest cruiser. With its 18-inch front and 16-inch rear spoked wheels carrying bias-ply rubber, the Thunderbird can't match the handling of the late Sport, which featured meaty 17-inch radial rubber at both ends. It does have the Sport's six-speed tranny, though, which helps some. If you still want a Sport, there are carryover Sports aplenty in dealerships around the country.

l-c 4-st inline-3 885cc 6-sp chain 4.0 gal. 485 lb.

SUZUKI 800 INTRUDER $6399

- Styled in the United States—what a concept!
- Same old same old with new colors
- Intruder is sweet 16 this year

Suzuki's 800 Intruder is celebrating its sixteenth birthday this year. That means that it's old enough to legally drive itself, if it had opposable thumbs and could pass a driver's test, of course. Not much has changed since the 1986 version. Updated last year with a more-reasonable 19-inch front wheel replacing the chopperlike 21-inch unit of old and a more humane bend to the handlebar, the 805cc Intruder putts into 2001 with just a color change and a $100 price hike.

l-c 4-st V-twin 805cc 5-sp shaft 3.2 gal. 443 lb.

SUZUKI SAVAGE $4299

- Available in silver-metallic or solid-black paint
- Only belt-drive, single-cylinder 652cc cruiser available
- Odd-duck cruiser just keeps thumping along

Back in the first half of the last century, the big-inch single was considered one of the primary types of motorcycle engines—even Harley-Davidson and BMW built them. Today, with a few exceptions, four-stroke singles are mostly used in dual-purpose machines and dirt bikes. The Savage is one of those exceptions, a cruiser with an engine that is a throwback to a time when there were no cruisers. But the single does lend itself to cruiser style, and the Savage is nothing if not stylish.

a-c 4-st single 652cc 5-sp belt 2.8 gal. 352 lb.

TRIUMPH ADVENTURER $8999

- Same British interpretation of the cruiser as last year
- Same reasonable price as last year
- Spiritual descendant of Norton's Hi Rider

For 2001, Triumph hasn't changed any of its cruisers iota. We won't even see new paint schemes. That means no Adventurers in shimmering blue hues, be it Caspian Blue or Neon Blue. Nor will we be seeing new shades of red, whether Nuclear Red or Sunset Red. At least we can thank whatever gods we choose to worship that the Adventurer will still be available in black with Lucifer-Orange eyebrow graphics, and that this state of entropy won't cost any more than last year.

l-c 4-st inline-3 885cc 5-sp chain 4.0 gal. 464 lb.

TRIUMPH LEGEND TT $7799

- Well-built and unassuming, entry-oriented cruiser
- The perfect bike for a café project
- Just $100 more than last year

Triumph has left its Legend TT unchanged for model year 2001, and no doubt is anxious to see if the TT will be passed over in favor of the more romantic Bonneville. That would be a shame, because the Legend TT is really quite a nice bike. Its 885cc liquid-cooled triple produces ample power and torque, its understated styling doesn't attract undue attention, and it's priced so low there should be plenty of money left over for accessories.

l-c 4-st inline-3 885cc 5-sp chain 4.0 gal. 473 lb.

URAL $8395

- Available with sidecar or solo
- Three trim levels available
- Nifty reverse gear will impress friends

Ural offers each of its motorcycles as either solo bikes or as sidecar outfits, but in reality the solo bikes have little to offer. Most people buy a Ural for the sidecar, and solo bikes have to be special ordered. For your money, you're getting a top-quality sidecar and basically the bike for free. And the bike's really not that bad, either. All U.S.-market Urals are assembled Stateside, with high-quality aftermarket components.

a-c 4-st opposed-twin 649cc 4-sp shaft 5.0 gal. 690 lb.

VICTORY V92SC $13,399

- Heavier crankshaft counterweights eliminate excessive vibration
- Transmission no longer sucks
- Smoother engine and transmission let the rider enjoy terrific handling

With new transmissions across the board, Victory motorcycles no longer deserve the title: Worst Shifting Motorcycles Not Built In India. A heavier crankshaft counterweight smoothes out the engine's vibes, which are no longer excessive. These improvements let the rider exploit the V92SC's excellent handling, finally letting the SC live up to its "Sport Cruiser" moniker. In the available yellow-and-white livery, we think this is the best-looking Victory yet. Add $600 for the two-tone paint option.

a/o-c 4-st V-twin 1507cc 5-sp belt 5.0 gal. 630 lb.

YAMAHA ROYAL STAR VENTURE $16,399

- All-new seat
- Wraparound backrest
- New two-tone red or green-and-silver paint colors

We were unable to break a single piece on our 1999-model long-term Royal Star Venture. And believe us, we tried. Even the seat was very good, but for 2001 Yamaha has made the seat even more comfortable, redesigning it to provide better support. This year the big Royal Star Venture is available in a couple of two-tone paint schemes: Cherry and Bordeaux Red or Stardust Silver and Forest Green.

l-c 4-st V-4 1294cc 5-sp shaft 6.0 gal. 807 lb.

YAMAHA ROYAL STAR BOULEVARD $14,299

- The original Royal Star soldiers in Boulevard form
- Includes windshield, passing lamps and saddlebag supports
- This bad boy is only available in Onyx Black

Yamaha's Royal Star received mixed reviews when it debuted in 1996. Everyone appreciated the style and level of detail, but some of us were disappointed because it didn't have what we considered "enough" power. The public harbored no such ambiguity, and the Boulevard version of the Royal Star continues to sell well, entering its sixth season relatively unchanged. Available only in Onyx Black for 2001.

l-c 4-st V-4 1294cc 5-sp shaft 4.8 gal. 673 lb.

VICTORY V92C DELUXE $14,599

- Touring version of V92C
- Standard leather saddlebags, windshield and sissy bar
- Chrome-plated aluminum wheels feature stainless-steel spokes

Pity the poor V92C Deluxe. It's a nice bike, but it has to compete with one of the most popular motorcycles in the world: Harley-Davidson's Road King. Both bikes are V-twin-powered cruisers equipped with luggage and windshields, but the Deluxe has a price advantage, of $931 over the least expensive Road King, and more than $2000 on the injected Road King Classic. Add $600 for the two-tone paint option.

a/o-c 4-st V-twin 1507cc 5-sp belt 5.0 gal. 663 lb.

VICTORY V92C $13,399

- New transmission replaces random collection of cogs
- Solid-steel oil lines replace braided items
- "Rides like a Buick"

The V92C received the same across-the-board changes as the V92SC for 2001, resulting in a much-improved motorcycle. One change we think may be a step backward, though, is to the suspension. According to a Victory press release, the 1999 V92C had a "Corvette ride," while the 2001 version has a "Buick ride." We think Victory is being a bit hard on itself. While not as sporting as the original, the handling of the 2001 V92C is certainly not loose as that of an old Buick. Add $600 for the two-tone paint option.

a/o-c 4-st V-twin 1507cc 5-sp belt 5.0 gal. 631 lb.

YAMAHA ROYAL STAR TOUR DELUXE $15,499

- Unhurried Royal Star touring bike
- Unique V-four rumble
- Unchanged for 2001

Thanks to several engine modifications, most notably larger carbs and greater air-box volume, the Royal Star Venture cranks out quite a few more ponies than the more-Spartan Royal Star Tour Deluxe, making the Tour Deluxe the Yamaha touring bike for those in less of a hurry. This is a bike for relaxed rumbling across long stretches of wide, open spaces. It doesn't have the amenities of the more luxurious Venture, either. Instead, the Tour Deluxe has its own unique style and charm.

l-c 4-st V-4 1294cc 5-sp shaft 4.8 gal. 771 lb.

YAMAHA ROAD STAR SILVERADO $12,399

- New colors: Onyx Black or Crimson Red/Root-Beer Brown
- Still the biggest mass-produced V-twin for 2001
- The touring version of the Road Star

To make the touring-oriented Silverado, Yamaha added an adjustable windshield and some soft-leather saddlebags to its Road Star, Yamaha's big-inch V-twin cruiser. These minimal touring accessories transform the Road Star from a basic boulevard cruiser into a bike capable of some seriously long hauls. Yamaha offers a wide selection of accessories for the Silverado, so you can further tailor this basic-but-versatile touring cruiser to your own needs.

a-c 4-st V-twin 1602cc 5-sp belt 5.3 gal. 710 lb.

More wicked than ever

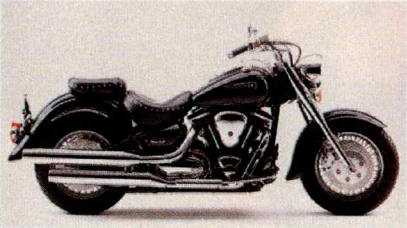
The S4 is born. The Monster has evolved. Already a universal symbol of the naked road bike, the Monster is a machine of extraordinary beauty - elegantly exposing its striking mechanics. With the S4, the Monster has undergone a total evolution of power, handling, functionality, and design. At its heart is a powerful, 101 Hp, multiple world championship winning, 4 valve per cylinder Desmodromic engine. It is also light and agile thanks to a new frame that guarantees optimal weight distribution, and therefore the best possible handling. And with the addition of new 5 spoke wheels and carbon fiber accessories, the unique Monster design has become even more sophisticated. The Monster S4. The stuff of champions!

Color combinations for North American market may differ from shown. See your authorized Ducati dealer for more information.

DUCATI

YAMAHA ROAD STAR MIDNIGHT STAR $11,799

- Spiritual descendant of XS1100 Midnight Special
- Blacked-out engine with polished fins
- If it ain't black, it's chrome



By naming this year's special-edition Road Star the "Midnight Star," Yamaha is carrying on a tradition dating back to the company's original special-edition cruisers, bikes such as the XS1100 Midnight Special. That bike was a black-and-chrome version of Yamaha's big-inch, air-cooled, inline-four entry into the superbike war being waged by the Japanese manufacturers in the late 1970s and early 1980s. With its blacked-out engine, polished fins and chrome front end, the new Midnight Star is a worthy entry into Yamaha's "Midnight" tradition.

a-c 4-st V-twin 1602cc 5-sp belt 5.3 gal. 677 lb.

YAMAHA ROAD STAR $10,999

- Available in Beach Sand Tan, Onyx Titanium, and Cherry Red/Rosy Black
- Two-tone paint $200 extra
- Unchanged mechanically for 2001

With the exception of new colors, Yamaha's Road Star returns unchanged for 2001, and it's no surprise, really. This unique cruiser distinguishes itself with its massive 1602cc, air-cooled, pushrod V-twin engine and hardtail-look frame, created by hiding the rear shock. The Road Star is everything a cruiser should be: big, torquey and comfortable. With so many satisfied customers, why would Yamaha want to change anything for the new year? With its (barely) sub-$11,000 base price, it's a relative bargain, too.

a-c 4-st V-twin 1602cc 5-sp belt 5.3 gal. 677 lb.

YAMAHA V-MAX $10,899

- New fork seal guards prevent fork seal damage
- All-new carbon-fiber bodywork
- Nosferatu of power cruisers

Like Nosferatu, the legendary vampire, it takes a lot to kill a V-Max. Even a stake through the heart might not be enough to keep this wicked power cruiser in its box, which is fine by us. We still enjoy this aged-but-potent bit of cruiser hardware. There's still nothing like the thrill of Yamaha's V-boost system hitting its stride, launching the rider like a rocket. Comfortable ergos and decent handling are just icing on this piece of hot-rod cake, which is likely to be in its last year.

l-c 4-st V-4 1198cc 5-sp shaft 4.0 gal. 581 lb.

YAMAHA V-STAR 1100 CLASSIC $8199

- Retro-styled V-Star returns unchanged
- Simple, reliable, air-cooled V-twin
- A lot of motorcycle for $8199

Yamaha decided not to mess with success and left the Classic version of its V-Star 1100 unchanged for its sophomore year. Introduced last year as a retro-styled version of the company's popular V-Star 1100 (which became the V-Star 1100 Custom upon release of the Classic), the Classic offered buyers a host of features usually found only in much more expensive cruisers. That list of features includes a tank-mounted speedometer, spoke wheels and a big V-twin engine, which is pretty much everything a cruiser rider wants.

a-c 4-st V-twin 1063cc 5-sp shaft 4.5 gal. 599 lb.

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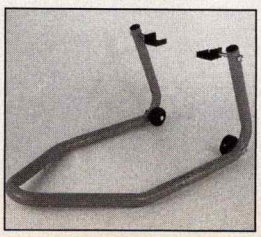

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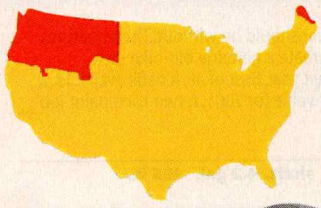

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GT501 Rear	
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150/80VB16	99.95
140/80VB17	101.95
150/70VB17	104.95
120/90V18	80.95
130/80V18	83.95

Dunlop Cruisemax

Cruisemax Front	
130/90-16	$75.95
130/90-16 RWL	79.95
130/90-16 WWW	79.95
120/90-18 RWL	75.95
100/90-19 RWL	59.95
110/90-19 RWL	65.95
80/90-21	65.95
Cruisemax Rear	
140/90-15	$75.95
140/90-15 RWL	79.95
150/90-15 RWL	81.95
170/80-15 RWL	91.95
140/90-16	82.95
140/90-16 RWL	83.95
140/90-16 WWW	84.95
150/80-16 RWL	86.95
150/80-16 WWW	86.95

Dunlop K491 Elite II

Elite II Front	
MT90HB16	$66.95
MT90HB16RWL	80.95
MR90H18RWL	76.95
100/90H18	61.95
130/70HB18	83.95
MM90H19	60.95
MM90H19RWL	61.95
Elite II Rear	
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MV85HB15RWL	100.95
MT90HB16	77.95
MT90HB16RWL	85.95
MU90HB16RWL	91.95
160/80HB16	106.95
MT90HB17	80.95
MT90HB17RWL	89.95
110/90HB18	69.95
120/90HB18	70.95

Dunlop D207

D207 Street Front	
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120/70ZR17	80.97
D207 Race Front	
120/70ZR17	$131.99
D207 Street Rear	
160/60ZR17	$96.95
170/60ZR17	98.95
180/55ZR17	102.95
190/50ZR17	119.95
D207 Race Rear	
170/60ZR17	$160.99
180/55ZR17	170.99

Dunlop D205 Sportmax Tour

D205 Front	
110/80ZR17	$84.95
120/60ZR17	82.95
120/70ZR17	84.95
110/80ZR18	82.95
120/70ZR18	92.95
D205 Rear	
150/80ZR16	$110.95
140/80ZR17	105.95
150/70ZR17	103.97
160/60ZR17	102.95
160/70ZR17	112.97
170/60ZR17	105.95
180/55ZR17	110.95
160/60ZR18	108.95
170/60ZR18	113.95
D205B for BMW	
120/70VB17 Frt	93.95
160/70VB17 Rear	134.95

Dunlop D402 Touring Elite II

D402 Front	
MT90HB16	$76.95
*MT90HB16 SW	90.95
**MT90HB16 WW	100.95
MH90X21TT	64.95
D402 Rear	
MT90HB16	$90.95
*MT90HB16 SW	102.95
**MT90HB16 WW	111.95

*Single Whitewall
**Wide Whitewall

Dunlop K627 Qualifier

K627 Rear	
130/90H15	$65.95
140/90H15	72.95
140/90H15 RWL	79.95
150/90H15	82.95
150/90H15 RWL	85.95
130/90H16	69.95
130/90H16 RWL	75.95
140/90H16 RWL	85.95
130/90H17	68.95
110/90H18	56.95

Dunlop F11 Qualifier

F11 Front	
130/90H16	$70.95
130/90H16 RWL	79.95
300H18 Tubetype	35.95
100/90H18	48.95
110/90H18	53.95
110/90H18 RWL	59.95
120/90X18 RWL	58.95
100/90H19	53.95
100/90H19 RWL	60.95
110/90H19	59.95
110/90H19 RWL	64.95

Continental

Continental Conti-Force

Conti-Force Front	
110/70ZR17	$58.95
120/60ZR17	64.95
120/70ZR17	64.95
Conti-Force Rear	
150/60ZR17	$77.95
150/70ZR17	77.95
160/60ZR17	77.95
170/60ZR17	79.95
180/55ZR17	83.95

Continental Touring

TK16 Front	
130/90H16	$64.95
120/90H18	69.95
100/90H19	53.95
300H21	56.95
TK17 Rear	
150/90H15	$67.95
130/90H16	72.95
140/90H16	73.95
150/80H16	75.99
130/90H17	73.95
120/90H18	64.95

Continental Milestone

Milestone Front	
130/90H16	$60.95
100/90H19	51.95
110/90H19	52.95
80/90H21	53.95
Milestone Front	
140/90H15	$70.95
150/90H15	78.95
170/80H15	80.95
130/90H16	68.96
140/90H16	70.95
150/80H16	75.95

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Cheng Shin Hi-Max

Hi-Max C906 Front	
100/90X16	$40.95
120/80X16	51.95
90/90X18	39.99
100/90X18	41.99
110/90X18	52.95
100/90X19	40.99
110/90X19	51.99
Hi-Max C907 Rear	
130/90X15	$52.99
140/90X15	61.99
120/90X16	51.99
130/90X16	52.99
140/90X16	63.99
150/80X16	63.95
130/90X17	59.99
100/90X18	41.95
110/90X18	52.99
120/90X18	61.99
130/90X18	62.95
140/90X18	67.95

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Maxxis C6011 Front	
MT90X16	$47.95
MT90X16 WWW	86.95
130/90X16 WWW	92.95
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120/90X18 WWW	83.95
130/70X18	80.95
90/90X19	53.95
100/90X19	49.95
110/90X19	58.95
MH90X21 C926	40.95
C6011 Maxxis Rear	
150/80X15	$79.95
150/90X15	79.95
170/80X15	92.95
170/80X15 WWW	94.95
MT90X16	46.95
MT90X16 WWW	85.95
130/90X16 WWW	95.95
150/80X16 WWW	109.95
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120/70ZR17	115.95
100X Rear	
150/70ZR17	$115.95
160/60ZR17	119.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	145.95
160/60ZR17	119.95

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Avon Azaro II AV36/AV35

AV35 II Azaro Front	
110/70ZR17	$86.95
110/80ZR17	87.95
110/80ZR18	92.95
120/60ZR17	89.95
120/70ZR17	92.95
AV36 II Azaro Rear	
140/80ZR17	$102.95
150/70ZR17	112.95
160/60ZR17 (4.5")	116.95
160/60ZR17 (5")	116.95
160/60ZR18	121.95
160/70ZR17	113.95
160/80ZR16	126.95
170/60ZR17 (5")	121.95
170/60ZR17 (5.5")	121.95
180/55ZR17	124.95
190/50ZR17	128.95

Avon AV27 Sport Touring

AV27 Front	
120/80ZR16	$101.99
130/70ZR16	111.99
110/80ZR17	101.99
120/60ZR17	103.99
120/70ZR17	103.99
130/60ZR17	111.99
110/80ZR18	108.99

Avon Elan II

HL29 Elan II Front	
130/90H16F	$96.99
130/90H16WWW	114.99
120/90H18F	88.99
130/70H18F	100.99
HL30 Elan II Rear	
150/90H15	$119.99
130/90H16	96.99
130/90H16WWW	126.99
140/90H16	109.99
160/80H16	127.99

MICHELIN

Michelin Macadam 90X

Macadam 90X Front	
120/80ZR16	$89.95
130/70ZR16	86.95
110/80ZR17	86.95
130/60ZR17	89.97
110/80ZR18	87.95
Macadam 90X Rear	
150/80ZR16	$113.97
150/70ZR18	110.95

Michelin Macadam 50

Macadam 50 Front	
110/90V16	$77.95
120/80V16	83.95
90/90H18	73.95
110/90V18	86.95
325H19	65.95
100/90V19	79.95
NEW Macadam 50E Front	
110/70H17	$63.95
110/80V17	79.95
120/70V17	77.95
110/80H18	74.95
100/90V18	74.95
Macadam 50 Rear	
130/90V16	$97.95
150/80V16	102.95
130/70H17	87.95
130/90V17	95.95
140/80V17	101.99
150/70V17	95.95
160/70V17	120.99
110/90H18	77.95
400H18	81.95
120/90H18	88.99
120/90V18	92.99
130/80V18	98.99

Michelin Pilot Sport

Pilot Sport Front	
130/70ZR16	$97.95
110/70ZR17	97.95
120/60ZR17	97.95
120/65ZR17	98.95
120/70ZR17	100.95
Pilot Race Front	
110/70X17	$98.99
120/60X17	104.99
120/70X17	129.95
Pilot Sport Rear	
150/60ZR17	$118.95
160/60ZR17	120.95
170/60ZR17	123.95
180/55ZR17	128.95
190/50ZR17	150.95
200/50ZR17	172.95
Pilot Race Rear	
160/60X17	$173.99
170/60X17	174.95
180/55X17	185.95

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YAMAHA V-STAR 1100 CUSTOM $7899

- New chrome bullet headlight
- Low 27-inch seat height
- High-tech ceramic-composite cylinder liners

With its air-cooling and single overhead camshaft, the engine in Yamaha's V-Star 1100 Custom and V-Star 1100 Classic may look a bit old-fashioned. And in some ways they are. Their basic engine architecture is reminiscent of the original Viragos of the early 1980s. But in many other ways the 1063cc V-twin is a thoroughly modern powerplant. For example, the cylinder liners are made of a ceramic-composite material, and the dual Mikuni carburetors feature a throttle-position sensor to deliver crisp throttle response.

a-c 4-st V-twin 1063cc 5-sp shaft 4.5 gal. 571 lb.

YAMAHA V-STAR CLASSIC $5899

- New floorboards give your dogs room to roam
- New heel-and-toe shifter
- Same low price as last year

Yamaha has taken the V-Star Classic a step further in its quest to be taken seriously as a full-size motorcycle by giving it floorboards and a heel-and-toe shifter, accoutrements no self-respecting retro-styled cruiser should be without. These features combine with the tank-mounted speedo to create a genuine big-bike look. Otherwise it's the same great cruiser it was last year. Best of all, it's still available at last year's low price, making it an even better value for 2001. A two-tone paint job costs an additional $100.

a-c 4-st V-twin 649cc 5-sp shaft 4.2 gal. 495 lb.

YAMAHA V-STAR CUSTOM $5599

- New bullet-shaped headlight
- Available in Onyx or Platinum
- No price increase for the new year

Yamaha has kept the value in its price-leading V-Star, the 649cc V-Star Custom, by keeping the bike's best feature: its ultralow price. But there's a lot more to like about the V-Star Custom than just a fire-sale price. The bike has all the comfort and power of its more-expensive Classic sibling; there's enough thrust to handle freeway duty with ease. And just because the bike's price is the same doesn't mean Yamaha has let the bike be for the new year. A new bullet-shaped headlight adds a nice custom touch.

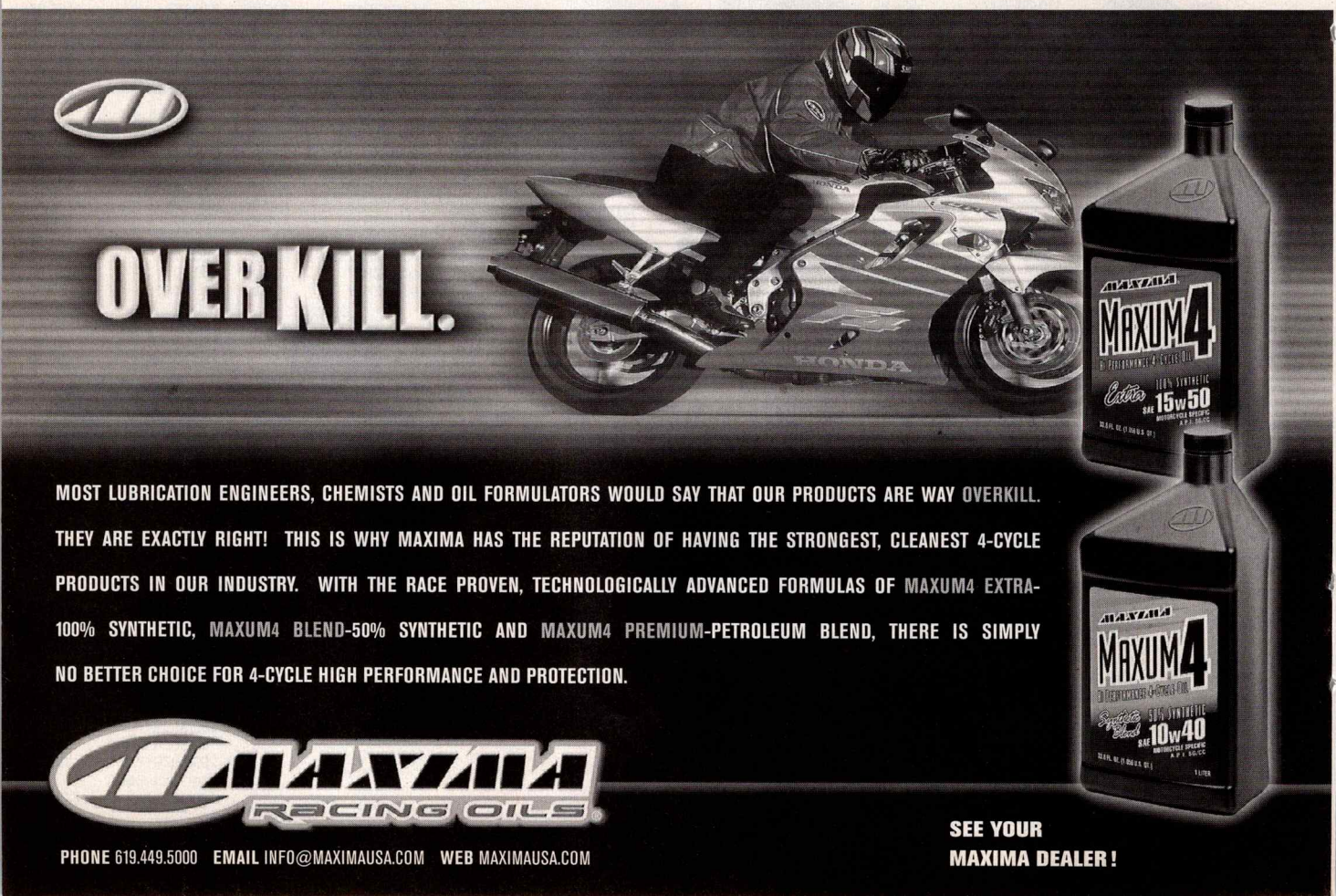
a-c 4-st V-twin 649cc 5-sp shaft 4.2 gal. 460 lb.

YAMAHA VIRAGO 250 $3399

- Last of the Viragos
- A V-twin that costs less than most singles
- Mild-mannered beginner's bike

Yamaha dropped its Virago 535 for 2001, leaving just the diminutive Virago 250 to carry on the proud Virago name. And while this pint-sized chopper may not displace very many cubic centimeters, but it certainly carries its few cubes with style. An extraordinarily light dry weight of just 302 pounds means the little Virago carries itself with grace, too, providing beginners with a confidence-inspiring cruiser. It's no hardship that this may be the hot rod of the quarter-liter class. Get down!

a-c 4-st V-twin 249cc 5-sp chain 2.5 gal. 302 lb.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APRILIA RSV MILLE R $16,799

- Many of the same components as the $32,000 SP version
- Remapped injection for more power and smooth acceleration
- Stainless steel oil tank guaranteed not to leak

Face it—your odds of nabbing a $32,000 RSV Mille SP are about slim at best. To bring the specs of the hot R version closer to the specs of the SP, Aprilia has fiddled with the fuel-injection mapping, added a stainless steel oil tank, and improved the transmission and clutch, as well as other components. A back-road burner par excellence.

l-c 4-st V-twin 998cc 6-sp chain 5.0 gal. 407 lb.

APRILIA RST1000 FUTURA $12,999

- Great roots in the RSV Mille
- Polarizing styling will nonetheless get you noticed
- Who says sport-tourers are dull?

Aprilia is showing it has big brass ones. First, the upstart company challenged Ducati with the RSV Mille. Now, it gives us the wild and wicked RST1000 Futura—a sport-tourer of all things! Blessed with the Mille's 60-degree V-twin, the RST ought to provide ST4-beating punch in a package that's nothing less than avant-garde. The Futura's big fairing will offer good weather protection and hard luggage is standard.

l-c 4-st V-twin 998cc 6-sp chain 5.5 gal. 463 lb.

APRILIA RS250 CHALLENGE $8569

- Closed-course-only racebike could make a great—but illegal—streetbike
- 62 ponies pushing 295 pounds sounds like good fun to us
- Damn the EPA

There is probably a way to get Aprilia's magnificent RS250 Challenge legally licensed somewhere in the United States, but danged if we know how to do it. Oh, about the bike: 62-horsepower, 249cc, liquid-cooled, two-stroke V-twin. Aluminum perimeter frame. Aluminum/magnesium/alloy swingarm. Fully adjustable suspension front and rear. 295 pounds. Any questions?

l-c 2-st V-twin 249cc 6-sp chain 5.0 gal. 295 lb.

BMW K1200RS $16,700

- Heated handgrips are now standard
- A unique BMW interpretation of sport touring
- First K-bike to feature Telelever suspension

Three years ago, BMW introduced the K1200RS, a bike that blended the four-cylinder K-bike powerplant with the innovative suspension technology of the Oilhead boxers, the Telelever fork and Paralever rear suspension. Add convenient touches such as a two-position windshield and fully adjustable clutch and brake levers, handlebars, footrests and seat height, and you've got the makings of a great and unique sport-tourer. Taller handlebars and heated handgrips round out the package.

l-c 4-st inline-4 1171cc 6-sp shaft 5.5 gal. 628 lb.

APRILIA RSV MILLE $13,899

- New brakes with braided-steel lines offer improved feel
- Rerouted throttle cables provide a cleaner look
- Relocated idle-speed control allows easier fine tuning

You get what you pay for, especially when deciding between the Mille R and the standard Mille. The Öhlins suspension on the R version marks the $3000 price difference between the two bikes. No big deal. Just buy the standard Mille and enjoy one of the finest sporting V-twins to ever set rubber to tarmac. You can ride the wheels off of it while saving your pennies to upgrade to the Öhlins suspension later on. A whole lotta sportbike for the money.

l-c 4-st V-twin 998cc 6-sp chain 5.0 gal. 416 lb.

APRILIA SL1000 FALCO $11,299

- Same Showa fork and Sachs rear shock as the Mille
- A 5.3-gallon fuel tank means decent range
- Initial reliability reports look promising

Many say the ergonomics of the Aprilia Falco are a bit too sporting for an all-around motorcycle. It all depends on your perspective. If you're coming off a BMW R1100RT, then the Falco can feel somewhat extreme. But if you ride, say, a Suzuki TL1000S, the Aprilia will feel more like a sport-tourer. If this bike fits you, it's worth considering. It's fast, fun and well built.

l-c 4-st V-twin 998cc 6-sp chain 5.3 gal. 418 lb.

APRILIA RS50 $3549

- Aluminum perimeter frame
- Liquid-cooled, 50cc two-stroke
- Ride flat out without getting a speeding ticket

Want the ultimate entertainment system? Forget the latest Segacast "Dreamcatcher" video game and go buy yourself an Aprilia RS50. Then talk all your friends into buying RS50s. The next step is to set up an Isle of Man TT-style course down some twisty back roads. Sound like a recipe for losing the drivers' licenses of all involved? Not if you choose your roads carefully, because the RS50's top speed is around 60 mph. Consider it the ultimate video game.

l-c 2-st single 50cc 6-sp chain 3.4 gal. 196 lb.

BMW R1100RT $15,990

- Electrically adjustable windshield
- Standard antilock brakes
- Top box is now standard

BMW's R1100RT features everything needed to make a great touring bike, like a smooth, 90-horsepower engine, saddlebags with 66 liters of capacity, an accessory power plug, and standard antilock brakes. The 622-pound tourer weighs in well under its typical class competitor. A rider can adjust the windshield electrically. Based on the same platform, the sportier R1100RS will be available in limited numbers for $15,100.

a/o-c 4-st opposed-twin 1085cc 5-sp shaft 6.6 gal. 622 lb.

BMW R1100S $13,990

- Light version available for an extra $1410
- L bike features a whole lot of carbon fiber
- Sportier suspension and wider rear wheel of L version enhances sporting image

BMW's boxer-powered sportbike, the R1100S, returns unchanged in 2001 except for new colors. The biggest news for the most-sporting BMW is that a special lightweight performance version, the R1100S Light, is available for an additional $1410. The L features stiffer suspension with a wider 5.5-inch rear wheel, as well as sparkplug covers, rear-seat cowling, footrest deflectors and a belly pan in carbon fiber. A blacked-out drivetrain is part of the Light's Night Black livery.

a/o-c 4-st opposed-twin 1085cc 6-speed shaft 4.8 gal. 504 lb.

BMW R1150R NA

- Dramatically restyled Roadster is far less dowdy
- Six-speed transmission from GS and S models
- Points the way toward evolutionary changes for all Oilheads

BMW's R1100R always sold well enough but seemed to get lost in the showroom clutter. Built as a do-it-all model, the R was most hampered by its, um, unusual styling. The 2001 model mates an R/GS powerplant with fresh, organic styling and a new chassis featuring a revised and lightened Telelever front suspension and more powerful Brembo brakes. No price yet.

a/o-c 4-st opposed-twin 1130cc 6-sp shaft 5.4 gal. 493 lb.

BUELL THUNDERBOLT S3T/S3 $12,795/$11,995

- New rubber motor mounts keep swingarm in line
- New rear shock puts more sport in this sport-tourer
- Blacked-out engine treatment gives bike a bad-ass look

A couple of chassis mods for 2001 move Buell's Thunderbolt S3 (or hard luggage-equipped S3T) closer to the sporting end of the sport-touring spectrum. New, stiffer rear rubber isolaters in Buell's unique Uniplanar engine mounting system stop the swingarm from squirming from side to side, improving handling. Combined with a new rear shock and an already good fork, the Thunderbolt ranks as one of the finest-handling sport-tourers.

a-c 4-st V-twin 1203cc 5-sp belt 5.4 gal. 465/450 lb.

BUELL LIGHTNING X1 $10,695

- New rear suspension with increased adjustability
- Molded-in-color Surlyn body panels resist scuffing
- New shifter eliminates unsightly linkage

Buell's Lightning X1 and Blast! now have more in common than H-D heritage and half an engine: They both use Surlyn body panels that are molded in color rather than painted. This process results in a durable finish that doesn't peel and is easily buffed out when scratched. Otherwise, the X1 gets the across-the-board changes benefiting all Buells. There's also a new rear shock, shifter linkage, exhaust-mounting system, quieter cam gears and a high-efficiency oil pump.

a-c 4-st V-twin 1203cc 5-sp belt 4.6 gal. 440 lb.

BUELL CYCLONE LOW/M2 $8995/$8795

- Finally, a tachometer as standard equipment
- New oil pump reduces unseemly airbox discharge
- Thinner seat and shorter suspension on Low version just $200 more

Apparently a lot of Buell customers place a high priority on being able to plant both feet firmly on good old *terra firma* at a stoplight. With a 27.5-inch seat height, riders of the new M2 Low can dang near plant their knees on the ground when stopped. The Low's low results from carving some padding from the saddle and shortening the suspension. All this for a $200 premium. Both versions get the across-the-board changes.

a-c 4-st V-twin 1203cc 5-sp belt 5.0 gal. 435 lb.

BUELL BLAST! $4395

- Wider selection of molded-in colors
- Larger rear sprocket improves acceleration
- No muss maintenance requirements

Buell sold almost as many Blast! models last year as some U.S. manufacturers' gross output, which seems to indicate Buell is on to something with this one. Although it may be hard for long-time motorcyclists to understand the appeal of an unintimidating single, apparently new riders get it just fine, thank you. This year Buell hopes to further the appeal of the Blast! with more color options and better acceleration. An aggressive training program won't hurt sales.

a-c 4-st single 492cc 5-sp belt 2.8 gal. 360 lb.

DUCATI 996R $28,000

- The sole property of 350 lucky Internet mavens
- New *Testastretta* engine is lighter, tricker, more powerful
- Ducati's best chance to recapture the World Superbike crown

Sad to say, but you've got almost no chance of finding one of these. But you *can* dream. Ducati's new *Testastretta* (we think it means "your head is quite narrow") *Desmoquattro* Superbike engine is designed to propel the fiery Italian machines back to the top of racetrack podiums around the world and powers the new R version of the venerable 996. The 996R was only available online and all 350 examples sold out within hours.

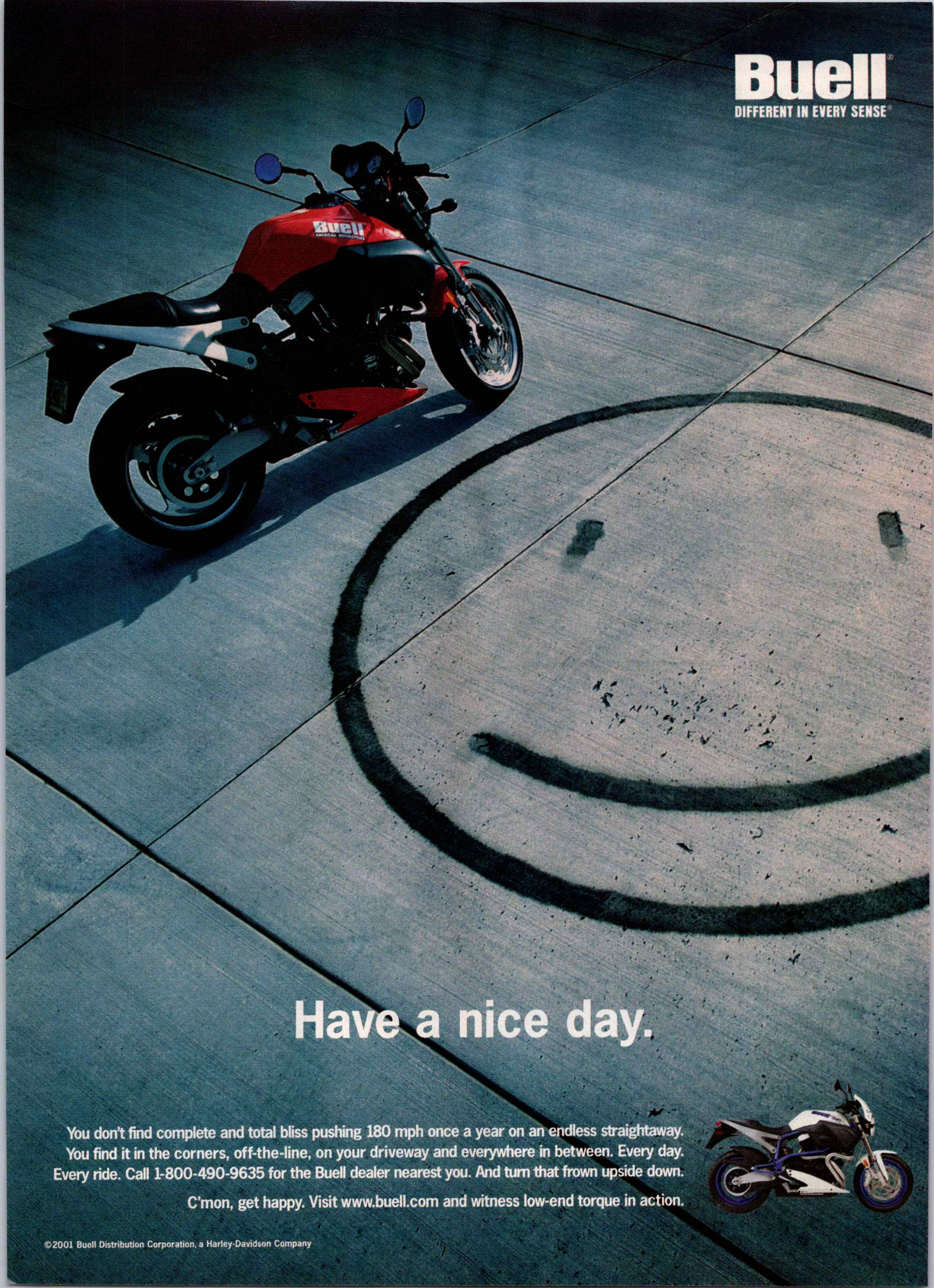
l-c 4-st V-twin 998cc 6-sp chain 4.5 gal. 407 lb.

DUCATI 996S $21,495

- New Öhlins fork and steering damper
- Ducati Corse Infostrada Team tricolor graphics available
- Now with lightweight frame from old 996SPS

Don't feel too bad if you didn't score a 996R. You can still buy the old 996S. No, it doesn't have the new *Testastretta* engine. No, it doesn't have the carbon-fiber bodywork. But it does have the lighter frame and Öhlins fork and steering damper from the discontinued 996SPS, which means this is the hottest Ducati ever sold for use on U.S. highways. With all this, any 996S owner suffering from 996R envy needs more than a new motorcycle.

l-c 4-st V-twin 996cc 6-sp chain 4.5 gal. 412 lb.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DUCATI 996 $16,795

- Now with the same Öhlins rear shock used on the 996S
- "Pedestrian" 996 still one of the hottest rides going
- Available in *monoposto* or *biposto* versions

Everything is relative. The standard 996 may be the low bike on the 996 totem pole, but even the pedestrian version is one of the hottest rides in all of motorcycling. The standard 996 is even better for 2001, now that it has the same Öhlins rear shock as the S version. And if you want to park your significant other on the pillion, the standard 996 is your only option, because it is the only version available in either single-seat (*monoposto*) or dual-seat (*biposto*) configurations.

l-c 4-st V-twin 996cc 6-sp chain 4.5 gal. 436 lb.

DUCATI 748S/748 $13,995/$12,795

- Gun-metal-gray paint for the frame and wheels
- Economical admission into the Ducati Superbike Club
- So darned pretty, who cares if it's a bun-toasting rack?

Following the 996 triplets on the Ducati *Desmoquattro* Superbike food chain are the 748S/748 twins. What does your extra $1200 buy should you choose the 748S over the standard 748? The Showa fork on the 748S is titanium-nitride-coated, and the S receives a Showa rear shock in place of the standard version's Sachs piece. If you don't want to fly solo, you really have no choice, since only the standard version is available in *biposto* configuration.

l-c 4-st V-twin 748cc 6-sp chain 4.4 gal. 432 lb.

DUCATI ST4 $13,295

- New, lighter front brake discs reduce unsprung weight
- New oil-cooler lines have improved seals
- Lightweight, sealed-for-life battery

Ducati's sport-tourers (the ST2 and ST4) receive new 12mm motor mounts that result in a more rigid chassis. They also get a lightweight, sealed-for-life battery that should keep the big twin-cylinder engines cranking on the coldest mornings. In addition, the ST4 gets new lines connecting the engine and oil cooler that use double O-ring seals to better keep oil inside the engine. Thinner front brake discs reduce unsprung weight.

l-c 4-st V-twin 916cc 6-sp chain 5.5 gal. 474 lb.

DUCATI MONSTER S4 $12,495

- Liquid-cooled 916cc *Desmoquattro* engine
- Better chassis means better cornering clearance
- Carbon-fiber bits up the old wazoo

Ducati has finally given the 900 Monster the liquid-cooled Superbike engine it was meant to have from the get go, at last making it the hooligan machine designer Miquel Galluzzi intended from the start. Is it good? Ducati seems to think so. According to our press kit, the Monster S4 provides riders "with the kind of intense emotions and riding pleasure that only a perfect symbiosis between man and machine can offer."

l-c 4-st V-twin 916cc 6-sp chain 4.2 gal. 423 lb.

DUCATI ST2 $11,795

- Heavier motor mounts increase chassis rigidity
- Finally available in fly yellow
- One of the lightest sport-tourers on the market

With its 944cc, liquid-cooled, two-valve engine tuned for torque, the ST2 is an easy bike to ride quickly on real roads, and is less costly to maintain than the racier engine in the ST4. A new belt roller with a stepless adjustment now makes routine maintenance easier. New 12mm motor mounts increase chassis rigidity, improving this sport-tourer's already excellent handling. The sexy fly yellow found on the rest of Ducati's lineup is finally available.

l-c 4-st V-twin 944cc 6-sp chain 5.5 gal. 460 lb.

DUCATI SUPERSPORT 900 $11,295

- New, smaller tank codpiece is more comfy
- New CPU mapping gives smoother power delivery
- Engine now "totally air-cooled," which is, like, totally cool

Ducati's Supersport 900 received numerous improvements for 2001, ranging from new mirrors to a new rear shock. Ducati is making much of the fact that its 904cc Supersport engine is now "totally air-cooled." The new injection/ignition CPU mapping is said to provide smoother running at lower revs as well as quicker throttle response. The half-fairing version saves you $700.

a-c 4-st V-twin 904cc 6-sp chain 4.2 gal. 415 lb.

DUCATI MONSTER 900 $9995

- Four versions of the 900 are available this year
- New KTM oil cooler and oil pump improve reliability
- Upgraded electric starter

Ducati's Monster 900 series now comes in more flavors than Italian soda—the flat black 900 Dark, the chrome-tank 900 Chromo, the 900 Metallic and a slightly uprated 900 Special. All versions get new motor mounts for a stiffer chassis, new oil coolers, sturdier, more accurate timing belts and redesigned wiring harnesses. The new 900 Cromo and 900S (add $700) versions make liberal use of carbon-fiber goodies.

a-c 4-st V-twin 904cc 6-sp chain 4.2 gal. 407 lb.

DUCATI SUPERSPORT 750 $9445

- New timing sensors and belt rollers more precise
- Oil-line connections use better seals
- Sachs shock features progressive damping

Ducati improved its 748cc Supersport in a number of ways for 2001. The engine now features special oil jets to cool the piston crowns and other hot spots. The new rear Sachs shock is adjustable, again like its larger sibling, and both versions have undergone detail improvements with regard to the riding positions. The half-fairing model is $700 cheaper but just as sexy.

a-c 4-st V-twin 748cc 5-sp chain 4.2 gal. 404 lb.

DUCATI 750 SPORT $7695

- Ducati's least-expensive sportbike
- Fuel-injected, just like more expensive Supersports
- Any color you want, as long as it's (matte) black

Ducati makes no bones about it: The new 750 Sport, a stripped-down, price-leader version of the 750 Supersport, is designed to bring new, younger riders into the *Ducatisti* fold. Ducati kept the price low by substituting a non-adjustable Marzocchi fork and lower-rent Sachs rear shock for the more sophisticated super-sport bits. But otherwise your $7695 buys the same basic motorcycle. In keeping with its bargain mission, the Sport is only available with a half-fairing.

a-c 4-st V-twin 748cc 5-sp chain 4.2 gal. 400 lb.

DUCATI MONSTER 600 $5995

- A Ducati for less than six grand?
- Lowest seat height on a Ducati since the demise of the Indiana cruiser
- Not available in California

What's this? A bona fide Ducati for less than $6000? Yep. Both versions of the Ducati Monster 600 receive 1.25-inch lower seats than their European counterparts to better accommodate the stubby vestigial legs that apparently are endemic in the United States. A single front brake and limited suspension adjustability helps keep the price down. Add $500 for the Metallic version.

a-c 4-st V-twin 748cc 5-sp chain 4.2 gal. 392 lb.

HONDA CBR1100XX $10,999

- Computer-controlled electronic fuel injection
- Still uses sophisticated linked brakes
- New Candy Red color

Fuel injection continues its inexorable march to replace carburetors in motorcycles, much like it replaced carburetors in automobiles in the 1980s. If all fuel-injection systems work as well as the one used on Honda's CBR1100XX, we're just fine with this change. But fuel injection is just icing on the double-X cake, making one of the smoothest, most troublefree, high-speed sport-touring motorcycles even smoother and more troublefree. Unlike some of the older and heavier sport-tourers, you won't get left behind when the riding turns from touring to sport.

l-c 4-st inline-4 1137cc 6-sp chain 6.3 gal. 492 lb.

HONDA CBR929RR $9999

- It won our open-class shootout
- Erion Racing Edition available
- Same great bike as last year at the same great price

Honda's old CBR900RR developed a strong following, mostly due to its all-around competence. The latest version abandons the 16-inch front wheel in favor of a modern 17-inch unit, and in so doing becomes one of the best sporting motorcycles available. The 929's steering is so fast and intuitive it's got to be experienced to be believed. This bike is reasonably comfortable enough for long days in the saddle, yet it is also one of the most capable sportbikes you can buy, all at a sub-$10K price.

l-c 4-st inline-4 929cc 6-sp chain 4.8 gal. 375 lb.

DUCATI MONSTER 750 $7495

- Now with the same instrumentation as Monster 900
- More-accurate neutral switch
- Metallic version comes in psychedelic colors that would make Austin Powers blush

The 748cc versions of Ducati's Monster series benefit from all the across-the-board improvements Ducati bestowed upon all Monsters for 2001. These include 900-style instrumentation, lighter, more compact sealed-for-life batteries, redesigned wiring harnesses, heavier, more rigid motor mounts, improved starters, stronger cam belts, more accurate valve timing, more accurate neutral switches, and new oil coolers and oil pumps. Add $500 for the standard 750 or Metallic versions.

a-c 4-st V-twin 748cc 5-sp chain 4.2 gal. 392 lb.

HONDA ST1100/ST1100 ABS $11,899

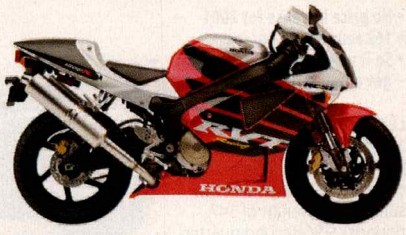
- Same great bike it has been for the past decade
- Old war horse still a fast mount
- ABS version available for an additional $2500

Yamaha says lackluster sales of other Japanese sport-touring bikes is why the FJR1300 sport-tourer won't come here. You might blame the basic goodness of Honda's ST1100. This bike is so reliable that almost every example that hasn't been crashed is still on the road. Decade-old used examples of the very same bike are available for less than $5000, but Honda has no trouble selling new machines for $12,000. Old or not, this eerily smooth and competent sport-tourer rocks.

l-c 4-st V-4 1084cc 5-sp shaft 7.4 gal. 635/659 lb. (ABS)

HONDA RC51 $10,999

- World Superbike Champion in Y2K
- AMA Superbike runner-up
- Still a bargain, even with the $1000 price increase



Honda's RC51 is a pretty good bike. Just ask Colin Edwards, who rode one to the World Superbike title in racing last year. Then ask Nicky Hayden, who, in his rookie season, came in second in the 2000 AMA Superbike Championship. With one year of on-track development, the race version of the RC51 promises to be even more formidable this season. The street version hasn't been changed, but it was all any sane rider could ask for on the street to begin with.

l-c 4-st V-twin 999cc 6-sp chain 4.2 gal. 432 lb.

HONDA INTERCEPTOR $9499

- Need a bike to do everything and do it well? Look no further
- Arguably the best all-around motorcycle ever built
- A set of hard luggage away from perfection

Honda's Interceptor is not perfect. No bike is, but the Interceptor may come closer to perfection than any bike on the market. The riding position doesn't suit everyone, but with the addition of aftermarket bars, it comes close. And the suspension lacks the adjustability of most pure sportbikes, but the bike works so well most riders won't miss it. About the only serious complaint Honda refuses to address is the lack of available hard luggage.

l-c 4-st V-4 781cc 6-sp chain 5.5 gal. 459 lb.

HONDA SUPER HAWK $8999

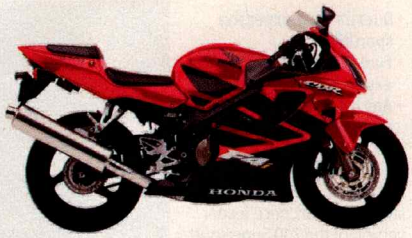
- Back to red again
- One of the best all-around sporty bikes unchanged for 2001
- Wide variety of aftermarket parts available

Honda got a lot right with the Super Hawk the first time around, with just a few glitches to fix. Honda hasn't addressed these shortcomings, but don't worry—the aftermarket offers everything needed to finish the job Honda has begun. You can get quality braking components to address any deficit the stock bike might have, and you can tailor the ergos to fit your body. You can even get a carbon-fiber gas tank to give the bike some touring range.

l-c 4-st V-twin 996cc 6-sp chain 4.2 gal. 423 lb.

HONDA CBR600F4i $8199

- Five percent more power and three pounds lighter
- Fuel injected
- Y2K SuperSport champ better than ever



Honda's competent CBR600F4 was good enough to win two consecutive AMA SuperSport championships. For 2001 Honda has made the bike even better. The cylinder head features dual valve springs and hardened valve seats. A sophisticated, electronic fuel-injection system replaces the carburetors. Airbox volume has been increased 15 percent and the exhaust system has been retuned for improved high-rpm performance. The frame is much more rigid. The list of changes goes on, but one thing that hasn't changed is the F4i's commitment to being user friendly.

l-c 4-st inline-4 599cc 6-sp chain 4.8 gal. 370 lb.

HONDA NIGHTHAWK 750 $5799

- Price unchanged for the new year
- Nimble handling and easy power make this a good first bike for adults
- Third-generation 750cc inline-four from Honda

First the bad news: It seems Honda hasn't made a single change to its long-running Nighthawk 750 for 2001. We won't even receive new paint or graphics—bold or otherwise. Now the good news: Honda hasn't made a single change to its long-running Nighthawk 750 for 2001, including the price, which remains the same as last year. That means that one of the best values in motorcycling has gotten even better, when adjusted for inflation. And it's still a competent motorcycle you won't soon outgrow.

a-c 4-st inline-4 747cc 5-sp chain 4.8 gal. 463 lb.

HONDA NIGHTHAWK $3399

- Terrific bike for passing your skills test
- Standard-style version of the Rebel
- Two cylinders from an evergreen design

We'll let you in on a secret. Depending on where you live, Honda's Nighthawk may be the best motorcycle available for use in passing the skills portion of your motorcycle driving test. You see, many states require a rider to pass his or her test on a motorcycle of a certain size, often 250cc or larger. If you use a smaller bike, you may be limited to just riding motorcycles of a certain engine displacement size. But the littlest Nighthawk meets the big-bike standards in many states.

a-c 4-st vertical-twin 243cc 5-sp chain 4.3 gal. 287 lb.

KAWASAKI NINJA ZX-12R $11,999

- No price increase for 2001
- 162 rear-wheel ponies
- So it won't top 200 mph. You got a problem with that?

Let's look at some numbers: 162 horsepower at the rear wheel, 463-pound claimed dry weight (though we measured a wet weight of 547 pounds), 9.96-second quarter-mile time…and just a measly 183-mph top speed? What gives? Well, it's probably got something to do with aerodynamics—as speeds rise, the power needed to push a vehicle through the atmosphere increases exponentially. But does it really matter? Can anyone honestly say 183 mph is too slow? Forget such nonsense, and just enjoy this terrific open-class GT.

l-c 4-st inline-4 1198cc 6-sp chain 5.3 gal. 463 lb.

KAWASAKI NINJA ZX-9R $10,199

- Most comfortable open-class sportbike you can buy
- Versatile machine that works well in the real world
- Now available in solid green without boy-racer graphics

Compared with featherweights like Yamaha's YZF-R1, Honda's CBR929RR and Suzuki's new GSX-R1000, the ZX-9R is a bit heavy. So? Maybe not your first choice as a track bike, the ZX-9R is unparalleled as a real-world bomber. The engine is stout, the ergonomics are amazingly rational and accommodating, and the suspension needs little help. For 2001, the 9R is available in a tasteful solid green paint scheme that should appeal to post-pubescent riders.

l-c 4-st inline-4 899cc 6-sp chain 5.0 gal. 403 lb.

KAWASAKI NINJA ZX-11 $10,199

- One of the best Ninjas for the real world
- Huge selection of aftermarket parts, should you want to go even faster
- Same great bike, same great price

The big, comfortable ZX-11 may no longer hold top-speed bragging rights, but it's still fast enough to scare the duck butter out of any sane rider. And should you be somewhat south of sane and need a bit more stimulation to get your duck butter flowing, the aftermarket can provide a huge selection of go-fast pieces to make the ZX-11 even faster. This year's version comes in Luminous Vintage Red. A good all-arounder, even if it is a bit dated.

l-c 4-st inline-4 1052cc 6-sp chain 6.3 gal. 514 lb.

KAWASAKI NINJA ZX-7R $9299

- Same bike as Y2K
- Just $200 more than last year
- May be your last chance to own a classic 750-class Superbike

In a world where a 403-pound dry weight is considered heavy for an open-classer, a 750 sportbike with a wet weight in excess of 500 pounds seems like a throwback to another time. And having been designed prior to the introduction of Suzuki's groundbreaking 1996 GSX-R750, the ZX-7R is indeed a throwback, but that doesn't make it a bad bike. In fact, the big 7R is remarkably competent, even by today's demanding standards. The only change this year is a $200 price increase.

l-c 4-st inline-4 748cc 6-sp chain 4.8 gal. 448 lb.

KAWASAKI CONCOURS $8199

- Connie still holds its own in hard charging
- Standard, capacious hard luggage
- Living sport-touring legend has inspired a cult following

Kawasaki's Concours rocked the sport-touring world when it was introduced in 1987, replete with Ninja 900R power and a big fairing. That was then and this is now, and the Kawasaki remains a steady seller despite the presence of newer sport-touring equipment. There's no denying the 997cc four's midrange lunge or the freight-train stability of the Concours' long wheelbase. We wouldn't be surprised to see a new sport-tourer from Kawasaki in the next, oh, decade or so.

l-c 4-st inline-4 997cc 6-sp shaft 7.5 gal. 595 lb.

KAWASAKI ZRX1200R $7899

- Increased engine displacement boosts power by a claimed 13 percent
- Chassis tweaked for improved handling
- Now available in California

When Kawasaki used a retuned-for-torque version of the ZX-11 engine in its fantastic ZRX1100, a few fans were left confused. Why? Because no one ever accused the ZX-11 of lacking torque. As a result, a lot of owners retuned their ZRX1100 mills back to ZX-11 specs. This year Kawasaki does those home tuners one better, bumping displacement by 112cc, and increasing horsepower by a claimed 13 percent. Additional frame gussetting and a new swingarm improve handling also.

l-c 4-st inline-4 1164cc 5-speed chain 5.3 gal. NA

KAWASAKI W650 $6599

- More comfortable seat for 2001
- Increased steering angle and larger axles improve handling
- New Pearl Boulogne/Pearl Ivory paint scheme

With the introduction of Triumph's new Bonneville, Kawasaki's Brit-bike throwback W650 faces competition from the real deal this year, but the Kawi still has a lot going for it. The liquid-crystal display for the odometer and trip-meter seem out of place with the classic styling, but most of the other details look right. The W650 is only available in one color combination for 2001: Pearl Boulogne/Pearl Ivory. We don't know what Boulogne is, either, but we think it's still quite pretty.

a-c 4-st vertical-twin 676cc 5-sp chain 4.0 gal. 430 lb.

KAWASAKI NINJA 500R $5099

- New ZX-7R-style turn signals, taillight and mirrors
- New ZX-6-style headlight and switchgear
- Just $100 more than last year

Well, it had to happen. The price of Kawasaki's venerable Ninja 500R had to creep up above the $5000 mark sooner or later. But for the additional $100 premium over last year's model, the buyer gets new mirrors, taillight, turn signals, headlight and switch gear. And it's still one of the very best beginner's bikes available, a motorcycle a rider won't outgrow as quickly as some of the underpowered beginner's bikes on the market. This one will continue to be a blast to ride as your skills advance.

l-c 4-st vertical-twin 498cc 6-speed chain 4.8 gal. 388 lb.

KAWASAKI NINJA ZX-6R $8099

- All-around ZX-6R combines comfort and performance
- No price increase for the new year
- One of last year's best 600s

This is the curse of a great all-around motorcycle. Magazine comparos and the buzz on the street would have you believe the ZX-6R is no competition for Yamaha's YZF-R6, and will presumably be eaten alive by the new GSX-R600 and the updated CBR600F4i. Nonsense. Kawasaki's produced a superb piece that's fast, capable and comfortable. So it's not the lightest or most powerful. Big deal. Buy one of these and you'll still be smiling (and able to bend your knees) at the end of a long day's ride.

l-c 4-st inline-4 599cc 6-sp chain 4.8 gal. 377 lb.

KAWASAKI NINJA ZX-6 $7199

- Any color you want, as long as it's Pearl Purplish Black Mica
- Still a bargain, even with a $200 price increase
- Goes like stink when you rev the snot out of it

Kawasaki's ZX-6 has long since been relieved of its top-dog 600-class sportbike duties, replaced by the more-sporting ZX-6R, but Kawasaki keeps the older ZX-6 around for a good reason: It's still a good all-around motorcycle. The 599cc inline-four needs to be revved to make decent power, and the old-tech suspension is a step behind the top-shelf pieces on modern 600s. But then the ZX-6 costs $800–$1100 less than the major-league 600cc-class players.

l-c 4-st inline-4 599cc 6-speed chain 4.8 gal. 430 lb.

KAWASAKI ZR-7S $5999

- New frame-mounted fairing improves highway comfort
- New multireflector headlight lights up the night
- Plush suspension and good brakes

Kawasaki's new ZR-7S is really last year's ZR-7 with a new, frame-mounted fairing, which makes the air-cooled ZR more competitive with bikes like Suzuki's 600 and 1200 Bandits and Yamaha's new FZ-1. We like this trend toward minimal fairings—they provide the rider with protection from wind blasts at highway speeds, but don't trap engine heat like many full fairings. Plus they let us see the engines, and being total gearheads, we appreciate that.

a-c 4-st inline-4 738cc 5-sp chain 5.8 gal. 445 lb.

KAWASAKI NINJA 250R $3299

- A new bike at a used-bike price
- 248cc vertical-twin produces more power than some singles twice its size
- Just $300 more than last year

In 1983 Kawasaki offered its smallest-ever four-stroke sportbike, the GPz305, a nifty little machine, but woefully underpowered compared with its two-stroke competition, like Yamaha's RZ350. Kawasaki went back to the drawing board, and, in 1986, produced the Ninja 250, powered by an advanced liquid-cooled engine that was basically a Ninja 600 engine lopped in half. Minor modifications in 1990 resulted in an "R" being added to its name, but otherwise the Ninja 250R is still the same basic motorcycle.

l-c 4-st vertical-twin 248cc 6-sp chain 4.8 gal. 304 lb.

WHICH INTIMIDATES THE COMPETITION MORE: KURTIS ROBERTS OR THE NEW CBR600F4i?

Think 600 SuperSport Champion Kurtis Roberts can be intimidating? You ain't seen nothing yet. Because injection, a stiffer chassis, improved ram air and more horsepower. Whether it's on the track or on the

www.honda.com ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. AND PLEASE RESPECT THE ENVIRONMENT. PLEASE READ OUR SAFETY MESSAGE FOUND ELSEWHERE receive a complimentary membership in the Honda Rider's Club of America,™ entitling you to reimbursement for MSF rider training. See your Honda Dealer for complete program details. For a free brochure, see your Honda

for 2001, Kurtis has a brand new bike—the new Honda CBR®600F4i. With fuel street, Kurtis knows that only one thing counts: PERFORMANCE FIRST.™

HONDA

IN THIS MAGAZINE. Specifications and availability subject to change without notice. California versions may differ slightly due to emissions equipment. When you buy a new CBR600F4i before December 31, 2001, you'll Dealer or write: American Honda, P.O. Box 3976, Gardena, CA 90247. CBR® Performance First™ and Honda Rider's Club of America™ are trademarks of Honda Motor Co., Ltd. ©2000 American Honda Motor Co., Inc. (12/00)

KTM DUKE II $8198

- Rowdy Duke redefines motorcycling fun
- Electric start takes the legwork out of riding
- Fully adjustable suspension

You may consider yourself a sensible, conservative motorcyclist, one who never engages in wheelies or stoppies. If so, do not buy a Duke—it will absolutely corrupt you. You'll soon succumb to the siren hooligan call of the Duke, and before you know it you'll be doing feet-up donuts in front of the local squid hangout. But be honest—deep down, you want to be a hooligan. And this is one of the best hooligan bikes made.

l-c 4-st single 625cc 5-sp chain 3.0 gal. 320 lb.

LAVERDA 750 STRIKE CAFÉ RACER/STRIKE $8495

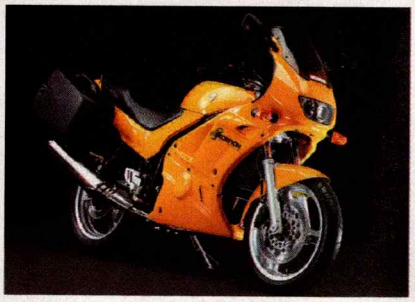
- Carryover models should be hangin' around
- Naked version of the Formula/Supersport twins
- The anti-Monster

Last year's Strike twins came in two colors, the regular old Strike and the blatantly blacked-out Black Strike Café Racer. Modular design (and an R&D budget that would hardly buy a family weekend at Disneyland) means the bikes share a 747cc, liquid-cooled, fuel-injected twin and six-speed transmission. We haven't a clue what to expect from Laverda's new owner Aprilia, so play along and we can all be surprised.

l-c 4-st vertical-twin 747cc 6-sp chain 5.0 gal. 412 lb.

MuZ SKORPION TRAVELLER $6495

- Unique twist on sport-tourer concept
- Lockable hard bags as standard equipment
- Same price as last year



MuZ's Skorpion Traveller may well be the best-kept secret in motorcycling. With a dry weight of just 415 pounds, the Traveller is the lightest sport-tourer you can buy. Sure, it's only a single, but the rev-happy, five-valve Yamaha thumper has more than enough power to propel that low mass at a sporting pace. For 2001, the Traveller is available sporting yellow. The price remains unchanged for 2001.

l-c 4-st single 660cc 5-sp chain 5.0 gal. 415 lb.

MuZ SKORPION SPORT CUP $5795

- Terrific Yamaha five-valve engine
- Only single-cylinder sportbike available in the United States
- Same low price as last year

The Replica is gone from MuZ's lineup this year, but its milder sibling, the Sport Cup, remains. The Sport Cup is a more-pedestrian version of the Replica with less-exotic components, but it still uses the same great five-valve thumper sourced from Yamaha's terrific XTC dual-sport. Yamaha doesn't see the XTC for we Yanks, but with MuZ bringing us machines using the same high-revving engine, we really can't complain. The prices of all MuZs remain unchanged for 2001.

l-c 4-st single 660cc 5-sp chain 4.7 gal. 382 lb.

LAVERDA 750 FORMULA/SUPERSPORT $10,595/$9495

- Company consumed by Aprilia so who's to say what's in store?
- For vertical-twin *aficionados*
- High-specification Formula was $10,595 in 2000

Laverda is in the hands of ever-growing Aprilia and all is chaos for those trying to make and sell these things. As we went to press, no one could tell us conclusively if 2001-model Laverdas were coming here and what, if any, changes would be made. Going on the belief that there are surely some 2000 models around, here we are. Oh, the bikes: They've got the uncommon vertical-twin layout mated to an aluminum-spar frame and they're Italian.

l-c 4-st vertical-twin 747cc 6-sp chain 5.0 gal. 412 lb.

MG V11 SPORT/ROSSO MONDELLO $11,900/$12,900

- Limited-edition Rosso Mondello version celebrates Guzzi's 80th anniversary
- New hydraulic clutch in the Rosso Mondello edition
- Slick-shifting six-speed is a revelation

With last year's V11 Sport, Moto Guzzi managed to combine near-modern sportbike performance in a retro-styled package. A moderate riding position and a well-padded seat result in all-day comfort that belies the bike's sporting capabilities, which are reasonably high. This year Guzzi offers a limited-edition version, the Rosso Mondello, to celebrate the company's 80th anniversary. The carbon-fiber fairing on the Rosso Mondello should help make those high-speed transcontinental crossings a bit more tolerable.

a-c 4-st V-twin 1064cc 6-sp shaft 5.5 gal. 481/472 lb.

MuZ BLACK PANTHER $6195

- 45mm Paioli fork and WP shock provide serious claws
- Low 356-pound dry weight
- Maybe the ultimate tool for conquering the urban jungle

We love super-motard motorcycles, lightweight singles that seem to say, "Spank me. I like it." Few super-motards beg for serious spankings like MuZ's Black Panther. Toss it into a corner, rear-end hanging out like some freakish dirttrack refugee. Exit that corner in a crossed-up wheelie at full throttle. The Panther thrives on such abuse. The ultrareliable Yamaha engine means you can flog it all day long.

l-c 4-st single 660cc 5-sp chain 3.0 gal. 356 lb.

MuZ SKORPION TOUR $4995

- One of the best bargains in motorcycling
- Sporting European thumper that uses Yamaha engine
- 30 percent more powerful than the Buell Blast!

The MuZ Skorpion Tour occupies the same market segment as Buell's Blast!. Although it costs a few hundred dollars more than, the MuZ it has roughly 30 percent more horsepower. The Tour also has more cornering clearance than the Blast!, which results in better handling at speed. In fact, a well-ridden Tour will embarrass a number of so-called sportbikes.

l-c 4-st single 660cc 5-sp chain 5.0 gal. 383 lb.

Do You Really Need A Helmet This Good?

It Depends On What You Plan To Put In It.

QUANTUM SERIES
Quantum/f
New Nakano Replica

RX-7RR SERIES
RX-7RR4
New Edwards Replica
Black/Grey

RX-7RR SERIES
RX-7RR4
New Haga Replica 01

QUANTUM SERIES
Quantum/f
New Mach-3 Blue/Black

SIGNET SERIES
Signet GT
New Kurtis Replica Red

Colin Edwards II
2000 World Superbike Champion
(Wearing his Edwards Replica model)

There *is* a difference. Learn it.

"Arai's new Quantum/f is as close as we've ever come to finding a perfect helmet."
(MOTORCYCLE CONSUMER NEWS, High-End Helmet Comparison, November, 2000)

"Graphics are brilliant and lustrous. The Arai is hands-down the most comfortable helmet here."
(RIDER Helmet Guide, December 2000)

"Most noticeable here is the Quantum's light weight, which eases neck fatigue at high speeds and on long days in the saddle ... Short of a down pillow, we've found a new Arai interior the comfiest place to put one's head for hours at a time."
(MOTORCYCLE STREET & STRIP, July/August,2000)

"Many of Arai's groundbreaking ideas with regard to venting, comfort, and fit have been copied by other manufacturers ... the comfort level is unsurpassed ..."
(SPORT RIDER)

There is a difference. *Believe it.*

QUANTUM SERIES
Quantum/f Sport Blue
(Color also on RX-7RR4 and Signet GT)

SNELL CERTIFIED

DAYTONA 200 BY Arai — Official Helmet of the Daytona 200

FOR YOUR NEAREST ARAI DEALER, CALL TOLL FREE: 1-800-656-2425.
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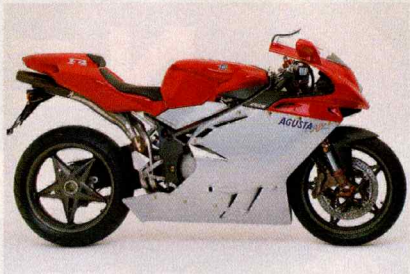
MV AGUSTA BRUTALE SERIE ORO $28,995

- MV gets naked
- Pipes are not as sexy as the F4S's, but still plenty alluring
- Limited production for 2001

Last year MV Agusta began selling the long-awaited F4S Strada in the United States, the first time the fabled MV Agusta name has graced a new motorcycle in this country in about a quarter of a century. This year MV Agusta is introducing a second model, the Brutale, a naked bike based on the liquid-cooled, four-cylinder F4S. The Brutale, which follows the trend toward naked sportbikes begun by Ducati's Monster, will only be available in ultraexclusive "Serie Oro" trim this year.

l-c 4-st inline-four 750cc 6-sp chain 5.3 gal. 394 lb.

MV AGUSTA F4 STRADA $18,895



- Additional production capacity makes for attainable exotica
- Maybe the coolest exhaust system in motorcycling
- The same price as last year

MV's F4 Strada was not perfect its first time out, but it came remarkably close to perfection for a brand-new bike from a small company. In a way, MV Agusta is a new company, even though the brand is well-known in classic-racing circles. MV Agustas are now made by Cagiva, and although the F4S seems to be a logical starting point for a serious World Superbike effort, so far Cagiva hasn't shown a race version.

l-c 4-st inline-four 750cc 6-sp chain 5.8 gal. 397 lb.

ROYAL ENFIELD BULLET $3995

- 1949 technology at a 1989 price
- Available in Classic, Deluxe or Military versions
- 346cc version available for $500 less

Ever wonder what it was like to be a motorcyclist back in the days when life was simpler and motorcycles were *much* simpler? Royal Enfield's motorcycles can help you relive those days. Its Bullet (pick either 346cc or 499cc versions) isn't a retro-styled motorcycle—it's the real deal, a motorcycle built in India using 1949-era technology, in one of three trim levels—Classic, Deluxe or Military.

a-c 4-st single 499cc 4-sp chain 3.8 gal. 370 lb.

SUZUKI GSX1300R HAYABUSA $10,849

- Heavyweight contender for World's Fastest Production Motorcycle title
- Compact engine keeps size manageable
- All-around competence lost in "world's fastest" hype

Frankly, we've lost track of which bike is really the fastest production motorcycle on the planet—it seems to change depending on location, rider and moon phase—but Suzuki's Hayabusa is definitely still in contention for the title. The big bird (in Japanese, Hayabusa means "speedy rooster," or some such thing) is certainly fast enough. But this bike is a lot more than just fast. It's a competent, all-around motorcycle, a fact that sometimes gets lost in all the "world's fastest motorcycle" hyperbole.

l-c 4-st inline-4 1299cc 6-sp chain 5.8 gal. 473 lb.

SUZUKI GSX-R1000 $10,399

- Virtually the same size as the 750
- Just nine pounds more than the GSX-R750
- Lightweight descendant of the original GSX-R1100

The original GSX-R1100 rocked the motorcycle world with its low, low weight. Over the years the big GSX-R grew fat, and finally morphed into the grand-touring Hayabusa. Now Suzuki has resurrected the spirit of the original GSX-R1100 in the new GSX-R1000, an open-class sportbike that is a scant nine pounds heavier than the 750 upon which it is based. With an unrivaled power-to-weight ratio, this bike promises to turn the open-class sportbike world upside down.

l-c 4-st inline-4 988cc 6-sp chain 4.8 gal. 375 lb.

SUZUKI TL1000R $9599

- One of the best engines in all of motorcycling
- One of the most underrated sportbikes on the market
- Carries its weight well

Some motorcyclists complain that the TL1000R is too heavy. It certainly couldn't be considered *svelte*—we measured a wet weight of 510 pounds—but people who complain usually haven't ridden this incredibly capable sportbike. Sure, it's not perfect—no bike is—but this is one competent piece of sporting tackle. The engine cranks out phenomenal power and torque, and once moving, all that weight practically disappears. This is truly one of the most underrated sportbikes currently sold in the U.S. market.

l-c 4-st V-twin 996cc 6-sp chain 4.5 gal. 434 lb.

SUZUKI GSX-R750 $9449

- *Motorcyclist*'s "2000 Motorcycle of the Year"
- Superbike performance in a street-friendly package
- How can a motorcycle be this good?

Pundits have declared the four-cylinder 750cc-class motorcycle dead and buried, but someone forgot to tell Suzuki, because the GSX-R750 may well be one of the best production motorcycles we've ever ridden. With 123 rear-wheel ponies propelling 426 pounds with fluids, the GSX-R is fast. Nor should it be surprising that it handles extremely well. What is surprising is that the GSX-R is a forgiving machine that doesn't require Mat Mladin's riding skills to enjoy.

l-c 4-st inline-4 749cc 6-sp chain 4.8 gal. 366 lb.

SUZUKI TL1000S $9099

- Still looks great
- This is how an engine should perform
- *Motorcyclist*'s "Best Rodney Dangerfield Bike"

Suzuki's TL1000S earned *Motorcyclist*'s "Best Rodney Dangerfield Bike" award last year because we can't understand why this is not one of the best-selling motorcycles on the market. The compact engine performs flawlessly, without the touchy throttle of the pricier (and heavier) TL1000R, the handling is above par, and the bike responds well to a few simple and inexpensive modifications. With a pipe, it sounds like it's from Italy. We challenge you to take the TL1000S test: If you can find a bike that's more fun to ride, buy it.

l-c 4-st V-twin 996cc 6-sp chain 4.5 gal. 421 lb.

SUZUKI GSX-R600 $7999

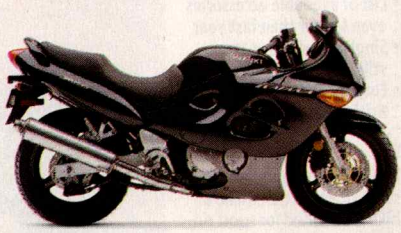
- All new GSX-R prepares to conquer the 600 class
- Fuel injected—and better for it
- Claimed dry weight is the lowest in the 600cc class

Suzuki claims to have reduced the weight of its already-*svelte* GSX-R600 by an amazing 25 pounds for 2001. Since the bike is based on the firm's remarkable GSX-R750, *Motorcyclist*'s "2000 Motorcycle of the Year," we have no trouble believing that claim. Between the GSX-R1000, GSX-R750 and GSX-R600, Suzuki might just pull off an AMA hat trick, bagging titles in the Formula Extreme, Superbike and both Supersport roadracing classes.

l-c 4-st inline-4 599cc 6-sp chain 4.8 gal. 359 lb.

SUZUKI 750 KATANA $7299

- Suzuki's sporty standard unchanged for 2001
- Powered by an engine with GSX-R heritage
- New graphics really are pretty bold



Suzuki's 750 Katana is the last bike still using the basic 749cc air- and oil-cooled engine that powered the 1986 GSX-R750. What was considered a wild piece of equipment back then is now a rather mild powerplant, one that won't scare riders with a season or two of riding under their belts. The original 750 Katana appeared in 1989, and the model has only received one major update since then, but it's still a competent all-around sporty bike.

a/o-c 4-st inline-4 749cc 6-sp chain 5.3 gal. 469 lb.

SUZUKI SV650S $6199

- Fairing cuts wind blasts at highway speeds
- Sportier ergos for back-road roosting
- Taller gearing than unfaired version

When Suzuki introduced the SV650 a couple of years ago, U.S. buyers just got the standard version while the rest of the world got to choose between two variations: the standard and the half-faired SV650S. Both bikes share the an aluminum frame and 645cc, liquid-cooled, 90-degree, V-twin engine. The S version has a more aggressive riding position and a taller final drive ratio. Amazingly, the SV has found favor with newbie and experienced riders alike.

l-c 4-st V-twin 645cc 6-sp chain 4.2 gal. 372 lb.

SUZUKI SV650 $5799

- More comfortable around town than the S version
- Shorter gearing means bigger wheelies
- Only $50 more than last year

For two bikes that are basically the same, the SV650 and SV650S present remarkably different choices. The S version has a fairing, which makes it more comfortable to ride at elevated speeds. And don't kid yourself—this bike is capable of some seriously elevated speeds. But the naked version has shorter gearing and less weight on the front wheel, translating into monster wheelies at will. Plus it's more comfortable for banging around town, thanks to its upright seating position.

l-c 4-st V-twin 645cc 6-sp chain 4.2 gal. 363 lb.

SUZUKI 1200S BANDIT $7399

- New fairing reduces helmet buffeting
- Upgraded suspension and a new frame with a shorter wheelbase improve handling
- Unfaired version with sportier suspension available for $400 less

For 2001, Suzuki took its 1200S Bandit, a motorcycle that did everything well, and made it even better. A new fairing cuts back on the helmet buffeting and a new frame with a shorter wheelbase helps the bike handle better than past versions. An adjustable cartridge-style fork and an adjustable rear shock further contribute to the Bandit's newfound handling prowess. The unfaired version, lighter by 14 pounds, costs $6999.

a/o-c 4-st inline-4 1157cc 6-sp chain 5.2 gal. 485 lb.

SUZUKI 600 KATANA $6299

- Tons of hop-up parts available
- Less-expensive suspension components mean a lower price than 750 Katana
- Two new colors

Other than new paint, nothing has changed with the smallest Katana for 2001. It still has the oil- and air-cooled engine it's used since prehistoric Suzuki engineers took their stone axes and hacked the first Katana from a large piece of soapstone. They actually unveiled the bike a bit later than that. The Katana engine may be getting old, but still has plenty of life in it.

a/o-c 4-st inline-4 599cc 6-sp chain 5.3 gal. 460 lb.

SUZUKI 600S BANDIT $5849

- Twin projector-beam headlights light up the road
- Tall, wide windscreen provides ample rider protection
- It actually has a centerstand (remember those?)

Suzuki gave the Bandit 600 a major makeover last year, so it's no surprise the bike returns for 2001 unchanged. While it still uses the decidedly old-tech air- and oil-cooled engine first seen in the 600 Katana, the Bandit features a plethora of high-tech equipment, such as twin projector-beam headlights; ventilated windscreen; stepper-motor-powered instruments; LCD odometer and tripmeter; and throttle-position sensors in its Keihin carburetors for better throttle response at lower revs.

a/o-c 4-st inline-4 599cc 6-sp chain 5.3 gal. 439 lb.

SUZUKI GS500E $4399

- Beginner's bike with racebike potential
- Restyled tank, seat and tailsection give bike a new look
- All-new instruments

Suzuki's GS500 has proven itself year after year on racetracks around the world. Not only does this racetrack experience speak volumes about the overall durability of the bike, it means the aftermarket is teeming with go-fast parts. This lets the owner upgrade the bike to suit his or her growing skill levels so he or she won't soon outgrow it. Yep, it's also a pretty good beginner bike, too, thanks to a reasonably low seat and docile, even-tempered power delivery.

a-c 4-st vertical-twin 487cc 6-sp chain 4.0 gal. 372 lb.

TRIUMPH TROPHY 1200 $11,999

- Last bike still using Triumph's aging 1180cc four
- A sport-tourer with an emphasis on touring
- Now available in Sunset Red

In 1995, Triumph's Trophy 1200 was marketed as a sport-touring bike, a role since taken over by Triumph's Sprint ST, a much more sporting sport-tourer. Since the Sprint ST costs $200 less than the Trophy 1200, you might wonder why one would choose the older bike? The answer is the engine. The Trophy 1200 is the only bike in Triumph's lineup to still use the torquey 1180cc four-cylinder engine.

l-c 4-st inline-4 1180cc 6-sp chain 6.6 gal. 518 lb.

TRIUMPH TROPHY 900 $10,999

- No price increase for 2001
- Still the same British style and comfy ergos as the 1200
- Still 50 pounds lighter and $1000 cheaper than the 1200

Triumph returned to the U.S. motorcycle market in 1995, but did so on a budget. That is, it took a one-size-fits-all approach and began marketing a line of bikes that used the same frame powered by two similar engines, an 1180cc four and a 885cc triple. Each bike was tweaked for its intended market; the Trophy being the sport-touring iteration. In 1996 the Trophy was upgraded with a more touring-oriented fairing and lockable hard luggage.

l-c 4-st inline-3 885cc 6-sp chain 6.6 gal. 464 lb.

TRIUMPH SPEED TRIPLE $10,499

- Our favorite hooligan bike
- Competent all-around motorcycle by day, driver's license taker by night
- Neon Blue and Nuclear Red color schemes available

Triumph's Speed Triple may well be the single most effective way to rid yourself of your driver's license. Try behaving on this thing, then tell us we're wrong. The irony here is that this ultimate hooligan bike is also a well-rounded motorcycle. Triumph offers a couple of new color options for 2001: Neon Blue and Nuclear Red. The blue is certainly neon, but we're not convinced the red is truly nuclear. We're old enough to remember when this shade was called Hot Pink.

l-c 4-st inline-3 955cc 6-sp chain 4.8 gal. 432 lb.

TRIUMPH TT600 $8299

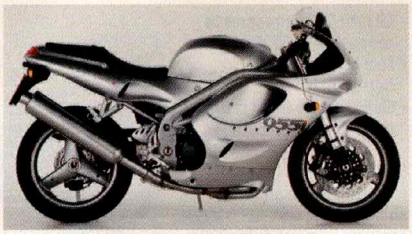
- Fuel injection revised for better response
- Wide selection of accessories available
- Revised color scheme and graphics

Triumph took a bold step when it introduced the TT600 last year. Competing against the powerful Japanese manufacturers in a class they invented is not a challenge most smaller companies would be eager to accept. And yet Triumph has created a credible entry into the 600cc sportbike class. Early fuel-injection glitches are said to have been rectified, and the comfortable, competent TT600 is better than ever for 2001.

l-c 4-st inline-4 599cc 6-sp chain 4.8 gal. 374 lb.

TRIUMPH DAYTONA $10,999

- A great bike, but don't try to emulate *M:I-2* stunts
- So pretty, it could be mistaken for an Italian
- Now available in Caspian Blue



In last year's *Mission: Impossible* sequel, Tom Cruise's nemesis appeared to defy the laws of physics while aboard a Triumph Daytona. We can tell you from experience that, unless you're one of a select group of über riders like Nicky Hayden or Max Biaggi, the laws of physics are pretty much unbreakable. But for anything less than silly movie stunts, the Daytona is well up to the task. There's a new color for 2001: Caspian Blue. Oddly, the Neon Blue of the Speed Triple looks more "Caspian." Go figure.

l-c 4-st inline-3 955cc 6-sp chain 4.8 gal. 436 lb.

TRIUMPH SPRINT ST $10,799

- List of available accessories even longer than last year
- Single-sided swingarm still looks trick
- Finally available in British Racing Green

Usually sport-touring motorcycles are compromised. The same qualities that make a bike well-suited for sport riding compromise long-distance comfort, and the qualities that make a bike comfortable compromise sporting capabilities. Thus the best sport-tourers are bikes that do many things well, but don't shine in any particular area. The Sprint ST comes close to shining in so many areas. A marvelous engine, too.

l-c 4-st inline-3 955cc 6-speed chain 5.6 gal. 456 lb.

TRIUMPH SPRINT RS $9499

- Butt-kicking triple splits difference between twin and four
- Half-fairing shows off engine nicely
- Now available in black

People who think they need the newest and best motorcycles sometimes walk past the Sprint RS. Big mistake, because the RS is one of our favorite tools for attacking fast stretches of winding roads. It may not have the trick single-sided swingarm of its pricier siblings (although the RS's arm is lighter), but that doesn't seem to slow it down any—it still has the same big, liquid-cooled triple pumping out the ponies. A hose of accessories are available.

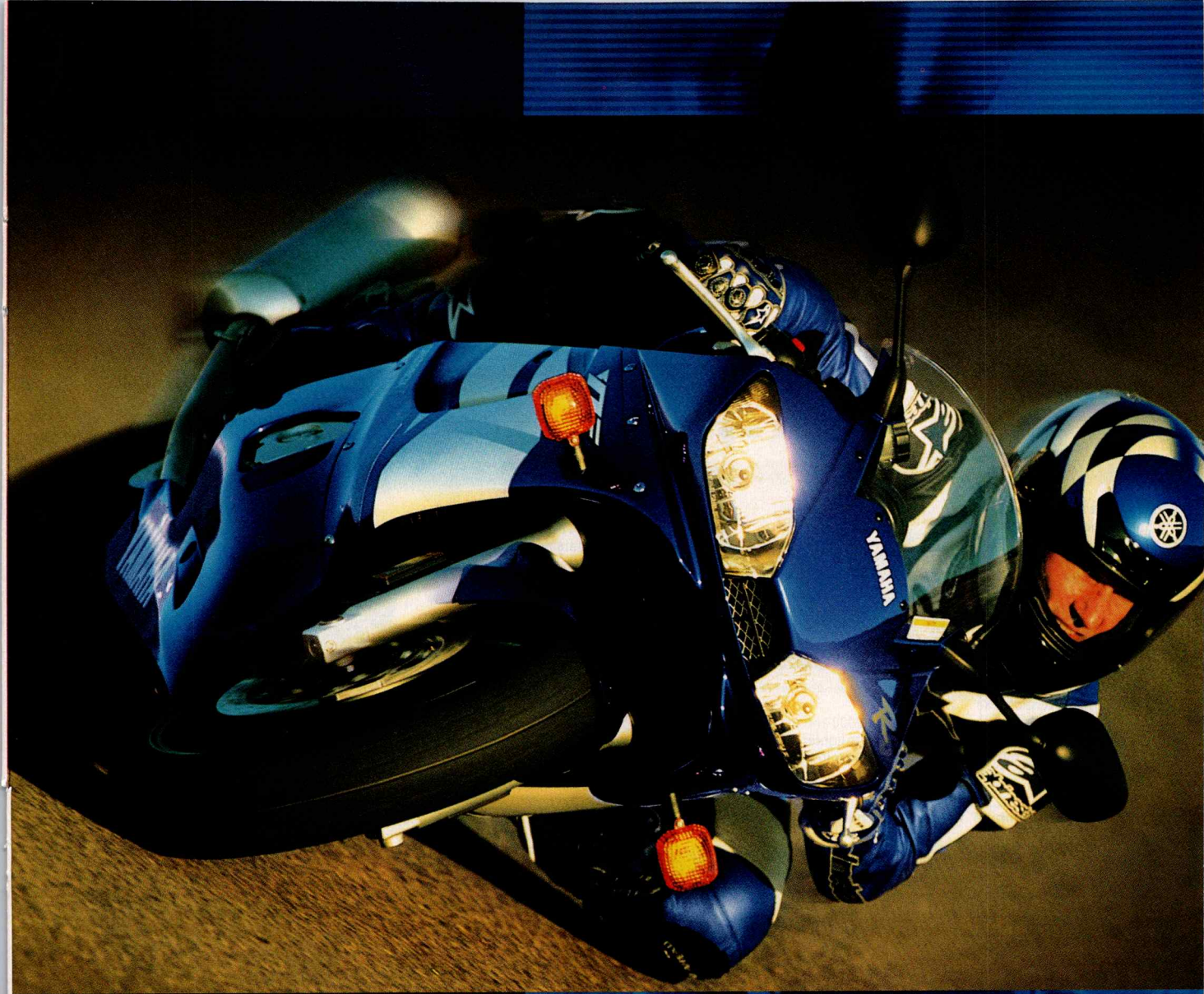
l-c 4-st inline-3 955cc 6-sp chain 5.6 gal. 438 lb.

TRIUMPH BONNEVILLE $6999

- Classic Bonneville style, modern performance
- Powerful 790cc engine keeps slippery liquids inside
- An advanced motorcycle at an entry-level price

Bonneville. The word makes Triumph *afficionados* go rubbery. Now the British legend is back. On the surface it looks like a 1969–1970 Bonneville, considered one of the best Bonnevilles ever. Like the original, the new Bonnie is an air-cooled, vertical-twin. But unlike the original, the new Bonneville starts with the push of a button, gets you where you want to go each and every time, and doesn't leak oil in the process.

a-c 4-st vertical-twin 790cc 5-sp chain 4.3 gal. 451 lb.



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YAMAHA YZF-R1 $10,299

- Trend-setting ultralight and ultrapowerful sportbike
- Unchanged for 2001 and nobody's complaining
- One of the most potent stock streetbikes ever

Yamaha is ready to stare down challengers in the 2001 open-bike poker game with a pat hand. This year, the ground-breaking R1 is totally and completely unchanged after receiving a significant, midlife update for 2000. That means it's still light and powerful, losing a hand or two only to the two newcomers (CBR929RR and GSX-R1000) but this bike is so good there's no doubt it'll keep its share of chips for 2001.

l-c 4-st inline-4 998cc 6-sp chain 4.7 gal. 385 lb.

YAMAHA FZ1 $8499

- R1 engine plus adjustable suspension plus comfortable ergos—well, you do the math
- Possibly the most capable all-around motorcycle ever built
- Buy one now, before they're all gone

For years many motorcyclists have asked for top-notch sporting hardware without the extreme racer-replica riding positions. What they didn't ask for was low performance in the guise of tuning for torque and all that. With its nearly full-strength R1-based powerplant, stout chassis and fully adjustable suspension, the comfortable new Yamaha FZ1 promises to be the standard of standards.

l-c 4-st inline-4 998cc 6-sp chain 5.6 gal. 455 lb.

YAMAHA YZF-R6 $7999

- Ultralight R6 sheds another five pounds for 2001
- Engine mods yield more horsepower
- Improved bike, same great price

With tough new competition from Honda and Suzuki, Yamaha knew it couldn't rest on its tuning forks if it wanted to retain the 600cc sportbike crown. So it took one of the best sportbikes of 2000 and made it even better. The new R6 weighs five pounds less, thanks in part to lighter pistons, and the engine has been tweaked for more power. The new players in this class will have to work if they want to unseat the R6 from its 600cc-class throne.

l-c 4-st inline-4 599cc 6-sp chain 4.5 gal. 365 lb.

YAMAHA YZF600R $6999

- The same great all-around bike as last year
- A bargain at less than $7K
- All the sportbike most riders will ever need

This is a great bike, a fact we sometimes forget. With cutting-edge 600cc sporting hardware like Yamaha's own R6 available, the older YZF600R sometimes gets lost on the radar. That's unfortunate, because this is still all the streetbike most riders will ever need. The torquey powerplant requires little effort to keep on the boil, meaning the rider can concentrate on the job at hand, and the sensible ergos let you keep riding long after more extreme sportbikes have sent you to the chiropractor.

l-c 4-st inline-4 599cc 6-sp chain 5.0 gal. 416 lb.

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APRILIA ETV1000 CAPONORD $11,999

- What's this, another massive dual-sport you need two friends to pick up?
- Peachy RSV-spec V-twin works off its development costs one more time
- You're not really planning to get dirty, are you?

And you thought only BMW could get away with massive, weirdly styled dual-sports, eh? Aprilia's evergreen Mille V-twin finds a new home in an aluminum-beam frame that supports long-travel suspension and a gigantic fairing. The CapoNord may well be the outdoorsman's version of MasterCard touring—but where are the milk-crate mounts, Aprilia?

l-c 4-st V-twin 998cc 6-sp chain 6.6 gal. 474 lb.

APRILIA PEGASO 650i.e. $7877

- Five-valve single revs more quickly than most thumpers
- Entertaining and versatile bike that might be the only motorcycle you need
- Corners as well as many pure sportbikes

We like the Pegaso. Although this bike has some styling cues that indicate it's a dual-sport, it works best on the street. Whether you're navigating heavy freeway traffic or tossing it into a corner, the Pegaso will do whatever it's asked without much complaint. This motorcycle is everything a thumper should be. Pegaso ownership also means you won't see your bike at every streetlight.

l-c 4-st single 652cc 5-sp chain 5.7 gal. 355 lb.

BMW R1150GS $14,500

- Bits from R1200C and old R1100GS combine to form a great bike
- Six-speed tranny is the best ever from BMW
- A version of R1150GS won 2000 Paris-Dakar-Cairo Rally

BMW created the R1150GS by adding the cylinders from the R1200C to the old R1100GS crankcase, resulting in an 1130cc powerplant. Tuned to produce 85 horsepower and 65 foot-pounds of torque, this is one of the strongest dual-sport engines ever. A large-capacity oil cooler keeps engine temperature in check, and a six-speed transmission provides a ratio for any circumstance, whether chugging along a rutted trail or spinning along on the interstate.

a/o-c 4-st opposed-twin 1130cc 6-sp shaft 5.5 gal. 586 lb.

BMW F650GS $8100

- A completely new version of the old Funduro
- Dakar version available
- ABS is just $500 more for non-Dakar models

To create the GS version of the F650, BMW placed the fuel-injected 652cc thumper in a new steel frame that links the steering head directly to the swingarm pivot, creating a rigid, flex-free chassis. The new frame design aids handling by placing the 4.5-gallon molded-plastic fuel tank under the seat, lowering the bike's center of gravity. The Dakar version gets a 21-inch front wheel, but no optional ABS.

l-c 4-st single 652cc 5-sp chain 4.5 gal. 386 lb.

CAGIVA GRAN CANYON $8995

- Last year's model carries on unchanged
- Still using Ducati *Desmo* engine
- Only Cagiva available in the United States until Suzuki gives the go ahead to release the Raptor

Cagiva has a variety of new motorcycles available in other markets, ranging from 645cc and 996cc Raptors to the 996cc Navigator, a dual-sport that replaces the Gran Canyon in other markets. Those bikes aren't available here, because Suzuki hasn't given Cagiva permission to sell Suzuki-powered bikes in the United States. Until that happens, all we get is last year's Gran Canyon.

a-c 4-st V-twin 904cc 6-sp chain 5.3 gal. 458 lb.

HONDA XR650L $5499

- Still no liquid-cooled, XR650R-based dual-sport
- XR600R-spec steel frame
- New Team Honda-inspired graphics replace last year's similar graphics

Honda's XR650L thumps into the new year with only a change of clothes. Assembled from a collection of parts (an electric-start engine from the now-defunct NX650, a strengthened XR600 dirt-spec chassis, and enough lighting and license-plate paraphernalia to make the whole thing street-legal), the big XR-L is a dirt-worthy dual-sport—albeit a heavy one—that's truly street-capable only for shorter hops. Long-hauling isn't this one's forté. Still, it's a rugged machine, and durable, too.

a-c 4-st single 644cc 5-sp chain 2.8 gal. 324 lb.

HUSQVARNA SM610S/TE610E $6499/$6399

- The SM uses sportbike-sized 17-inch Pirelli Dragon tires
- Husky ruggedness in supermotard and dual-sport form
- Still 2000 model, since Swedes release bikes at different times than the rest of world

Husqvarna's SM610S supermotard and the TE610E will be changed for 2001, but the Swedes are on a slightly different schedule than the rest of us and will release their 2001 models later in the year. But given the foolish-fun nature of a supermotard-style motorcycle, especially one featuring a powerful Swedish dirt-bike-derived engine, or the ultraruggedness of the TE dual-sport, we can wait.

l-c 4-st single 576cc 6-sp chain 2.4 gal. 331 lb.

KAWASAKI KLR650 $4999

- Still less than five grand
- Still one of the most versatile bikes available
- Still another year without new brakes

Kawasaki apparently thinks it got everything right with the KLR650, and for the most part, we have to agree. This is one of the most versatile motorcycles available, capable of transporting its owner just about anywhere, though we wouldn't recommend serious off-road excursions. The only area where the big KLR falls short is braking ability. Most riders would tolerate a small price increase for modern brakes.

l-c 4-st single 651cc 5-sp chain 6.1 gal. 337 lb.

KAWASAKI KLR250 $4149

- Liquid-cooled dual-sport with motocross heart
- Same lightweight bike as last year
- Just $200 more

While Kawasaki lists its KLR650 as a dual-sport, it's really too heavy for anything other than an excursion down a well-groomed trail. For those wanting a bit more off-road prowess from their dual-sport, Kawasaki offers the KLR250, which weighs 79 pounds less than its larger sibling. Even so, the KLR250 still offers most of the amenities of the KLR650, like a liquid-cooled, four-valve counterbalanced engine.

l-c 4-st single 249cc 6-speed chain 2.9 gal. 258 lb.

KAWASAKI KE100 $1999

- Classic mini trail bike still lives
- 99cc two-stroke still entertaining after all these years
- The cheapest street-legal motorcycle you can buy

Gerald Ford had just inherited the presidency and a hilarious new program called *Saturday Night Live* had just debuted, and many of us wasted time in study hall drooling over this very bike. Now our presidents are chosen by the courts, *Saturday Night Live* sucks, and kids are still pining for Kawasaki's KE100. One thing that doesn't change is the freedom kids experience aboard simple, inexpensive motorcycles like the KE100.

a-c 2-st single 99cc 5-sp chain 2.4 gal. 187 lb.

KTM 640 LC4 $6998

- Big street-legal thumper shines in the dirt
- Engine provides good power on- or off-road
- Same great price as last year

KTM's 640 LC4 may be a looker, but its strengths go beyond the obvious. The dirt-oriented chassis is capable of tackling the toughest terrain and the torquey thumper offers superb manners for fire-roading as well as sufficient grunt to keep you out of big-rig radiators on the highway. Although the LC4 may not be the most plush or comfortable dual-sport (don't expect R/GS levels of touring prowess), it's the hot choice for dirt donks.

l-c 4-st single 625cc 5-sp chain 3.0 gal. 306 lb.

MOTO GUZZI QUOTA $9995

- Same color selection as last year
- Same wide selection of touring accessories as last year
- Same bargain-basement price as last year

Moto Guzzi hasn't made a lot of changes to the 2001 version of the 1100cc Quota—in fact, none at all. So it's the same big dual-sport as last year, right down to color options. Naturally, the 1064cc pushrod twin returns, as does the Marelli electronic fuel injection and the Brembo brakes from last year. Best of all, it still has the same sub-$10,000 price tag as last year. That's the kind of entropy we like to see.

a-c 4-st V-twin 1064cc 5-sp shaft 5.2 gal. 541 lb.

KAWASAKI SUPER SHERPA $3999

- Includes features that make it easy for beginners and fun for everyone
- Aluminum triple clamps and swingarm keep weight low
- Same low price as last year

Its low seat height and convenient electric start show that Kawasaki designed the Super Sherpa as a beginner's bike. Imagine our surprise when we found out the Sherpa was Super for experienced riders too. The engine provides adequate power for occasional blasts down the road, and the light weight and low-speed maneuverability that make it easy for beginners to ride also make it entertaining for more-experienced riders.

a-c 4-st single 249cc 6-sp chain 2.4 gal. 249 lb.

KTM LC4 ADVENTURER R $8198

- 7.4-gallon gas tank
- Make every trip a Paris-Dakar-Cairo Rally
- This bike's for when you really want to take the road less traveled

KTM's Adventurer R stands out among its big-inch-thumper dual-sport brethren, mostly because of its massive 7.4-gallon fuel tank. This is the kind of tank a bike needs if you plan to ride it to the Arctic Ocean or to the far side of Hudson Bay. This tank may inhibit serious off-road work, but for adventure touring, this is one of the most capable machines available.

l-c 4-st single 625cc 5-sp chain 7.4 gal. 340 lb.

KTM 400 LC4 $6598

- Six-pounds lighter than the 640 LC4
- Electric start, just like the larger version
- Same high-quality components as the 640 LC4

KTM has a reputation for building top-quality off-road motorcycles, so it only makes sense that when the company began building street-legal bikes, they would be capable off-road performers. The 400 LC4 might even be more capable than the 640 LC4 when the road ends. It weighs six pounds less than the 625cc version of the LC4, making the 398cc version a touch easier to ride when the going gets tough.

l-c 4-st single 398cc 5-sp chain 3.0 gal. 300 lb.

SUZUKI DR650SE $5449

- Lightweight thumper tuned for low-end power
- Suzuki's composite cylinder plating improves durability
- Fully adjustable rear shock

Suzuki hasn't changed the DR650SE much since its 1996 makeover, but the DR didn't really need changing. The Suzuki has always been a pretty high-tech piece. Take, for example, its cylinder liners. Instead of heavy steel liners, the big DR uses a material Suzuki calls SCEM (Suzuki Composite Electrochemical Material). This SCEM provides a durable surface and saves weight, helping keep the claimed dry weight of the DR to a reasonable 324 pounds.

a/o-c 4-st single 644cc 5-sp chain 3.4 gal. 324 lb.

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Which is why racetracks, and racers, were so important in the development of the 2001 TT 600. The track helped us hone our lightweight (under 28 pounds) aluminum frame razor sharp. Fine tune the fully adjustable Kayaba suspension. And dial-in the 108 h.p. four-cylinder engine.

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SUZUKI DR-Z400S $5449

- One of the most capable off-roaders with a license plate
- Sub-300-pound claimed dry weight puts the DR-Z in a category of its own
- Dry-sump thumper engine helps keep weight down

Suzuki's DR-Z400S provides the kind of off-road-biased performance in a street-legal package we normally associate with expensive equipment from Europe. But this isn't some temperamental exotic. The DR-Z is a Japanese dual-sport to the very core, which means it's reliable, inexpensive and available. This may be a bit too dirt-oriented for serious highway use, but for off-road riding or around-town hooliganism, it's unparalleled.

l-c 4-st single 398cc 5-sp chain 2.6 gal. 291 lb.

TRIUMPH TIGER $10,799

- All-new third-generation 955cc triple
- Starter clutch and alternator now located at end of crankshaft
- New transmission design for better shifting

Triumph's 2001 Tiger is essentially an all-new bike. For years we've wished Triumph would install the 955cc Speed Triple engine in the Tiger. Then it installed an all-new motor instead. This third-generation triple features high-pressure die-cast crankcases as well as a relocated alternator and starter clutch. Triumph claims it is the most powerful engine in the dual-sport class. If that weren't enough, the Tiger features an all-new six-speed transmission.

l-c 4-st inline-3 955cc 6-sp chain 6.4 gal. 474 lb.

YAMAHA XT225 $3999

- Now biggest dual-sport in Yamaha's lineup
- Low 238-pound dry weight
- Unchanged for 2001

The only change for Yamaha's XT225 play bike is that it is now the largest dual-sport Yamaha offers in the United States, since Yamaha dropped the XT350 from its lineup this year, and excused the XT600 prior to that. If you're in the market for a big-bore dual-sport thumper with serious capabilities either on- or off-road, look elsewhere. But if you want a lightweight play bike capable of poking around groomed trails, the 223cc Yamaha may be for you.

a-c 4-st single 223cc 6-sp chain 2.3 gal. 238 lb.

YAMAHA TW200 $3599

- New hydraulic disc front brake
- More-powerful charging system allows use of brighter headlight
- Ultimate motor home ornament better than ever

For 2001, Yamaha has updated its long-running XT200 play bike with a new hydraulic disc brake up front and a more-powerful charging system that allows the use of brighter headlights to better help you find your way around campsites and avoid foraging bears. Otherwise, it's the same 196cc play bike that's awakened campers at the KOA for years.

a-c 4-st single 196cc 5-sp chain 1.9 gal. 262 lb.

SUZUKI DR200SE $3899

- Play bike with racebike looks
- Simple air-cooled engine is easy for the beginner to maintain
- Ideal for a serious beginner

There was a time when most riders started out with dirt bikes, moved up to dual-sports, then graduated to ever-larger streetbikes. These days new riders often go straight for the big-inch cruiser or sportbike of their choice. But not all do, and for the dirt-inclined beginner there's the DR200SE. It is simple, light, relatively inexpensive, reliable as an anvil and maneuverable. Learn here, then move up.

a-c 4-st single 199cc 5-sp chain 3.4 gal. 249 lb.

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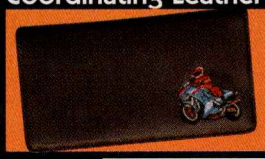

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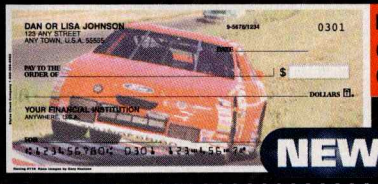

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just 4 fun

BMW personnel build a bullish boxer

By Alan Cathcart

Photography By Phil Masters

WILD FILE

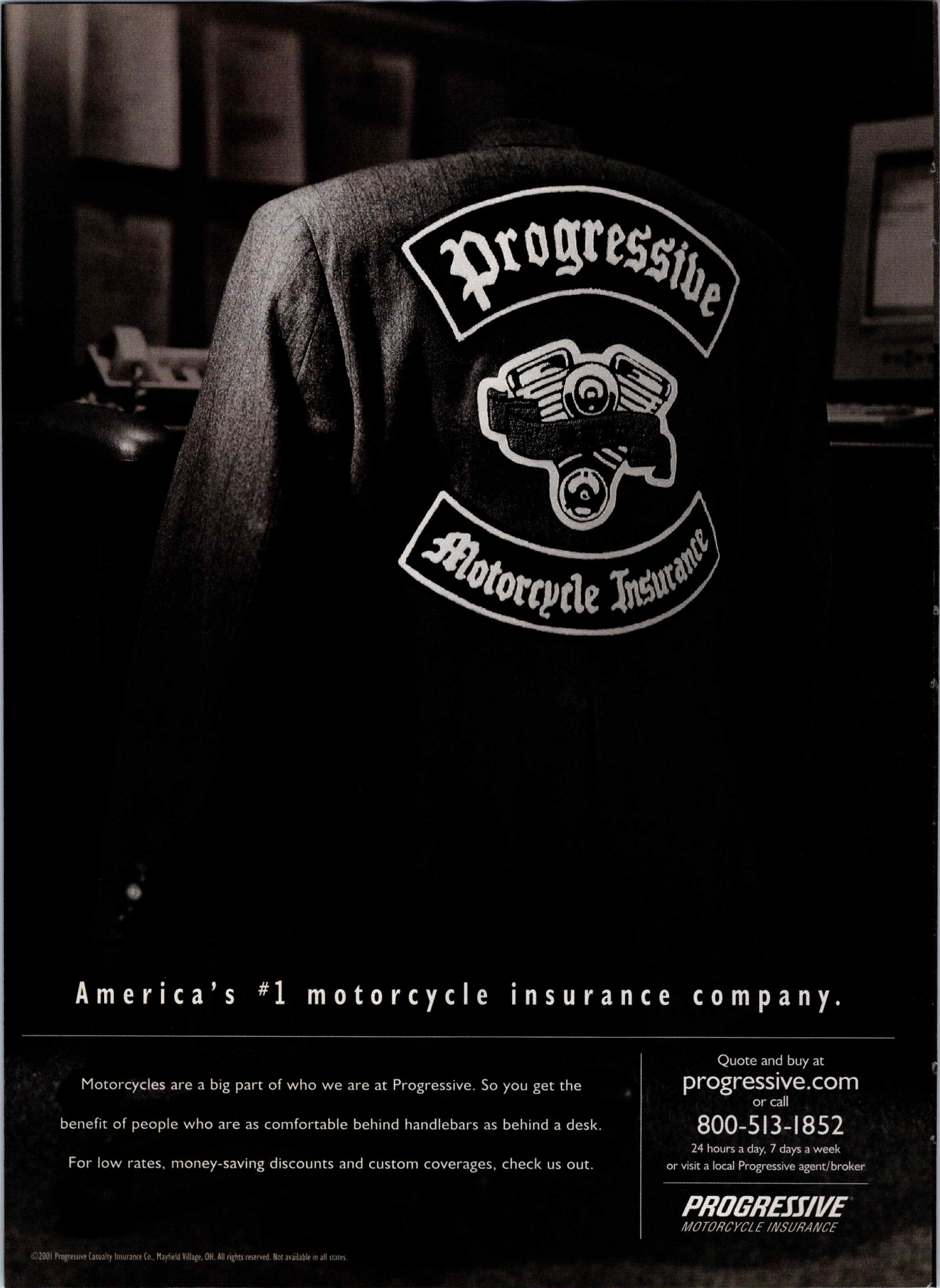
PERSISTENT RUMORS THAT BMW IS BUILDING AN engine for the projected two-wheeled four-stroke GP class—one based on the technology derived from the 17,000-plus rpm V-10 used in the Williams F1 cars—are just so much hot air. So says Berthold "Berti" Hauser, Sporting Director for the German marque's motorcycle division and the team manager responsible for BMW's blitz of the first four places in the 2000 Dakar-Cairo Rally. Likewise, Berti says the ongoing claims that BMW has a Superbike under development are equally false.

Berti should know, because in his spare time Herr Hauser is part of a group of BMW engineers and executives that forms Das Boxer Team—a bunch of Teutonic *tifosi* determined to go roadracing with a BMW. And win. After competing successfully with Das Boxer Team R1100S in endurance races all over Europe, as well as at Daytona, Berti's boys not only underline the sporting potential of BMW's SportBoxer in racetrack terms, but they also inevitably ask the "What if?" question of a revived Superbike project.

With help from BMW North America, Das Boxer Team raced at Daytona in 1999, when its only slightly stripped-down ex-endurance racer finished an impressive fourth in the hands of Martin Jost against the Desmo Mafia in the Pro Thunder race preceding the 200-miler. The announcement of a prototype class in the first-ever German round of the World Endurance series, the Oschersleben 24 Hours, provided the team another objective. Qualifying 41st on the grid against all the Superbikes, the BMW actually ran as high as fourth in the torrential rain that marred the race before even-

...Das Boxer Team—a bunch of Teutonic *tifosi* determined to go roadracing with a BMW. And win.

Stare into the beady red lights and be mesmerized by the boxer's booming emanations. Team leader Berti Hauser (left) is the motive force behind this most unofficial (but tacitly sanctioned) R1100S endurance racer. Electronics expert Deiter Jud makes the bike's Bosch Motronic sing and dance.



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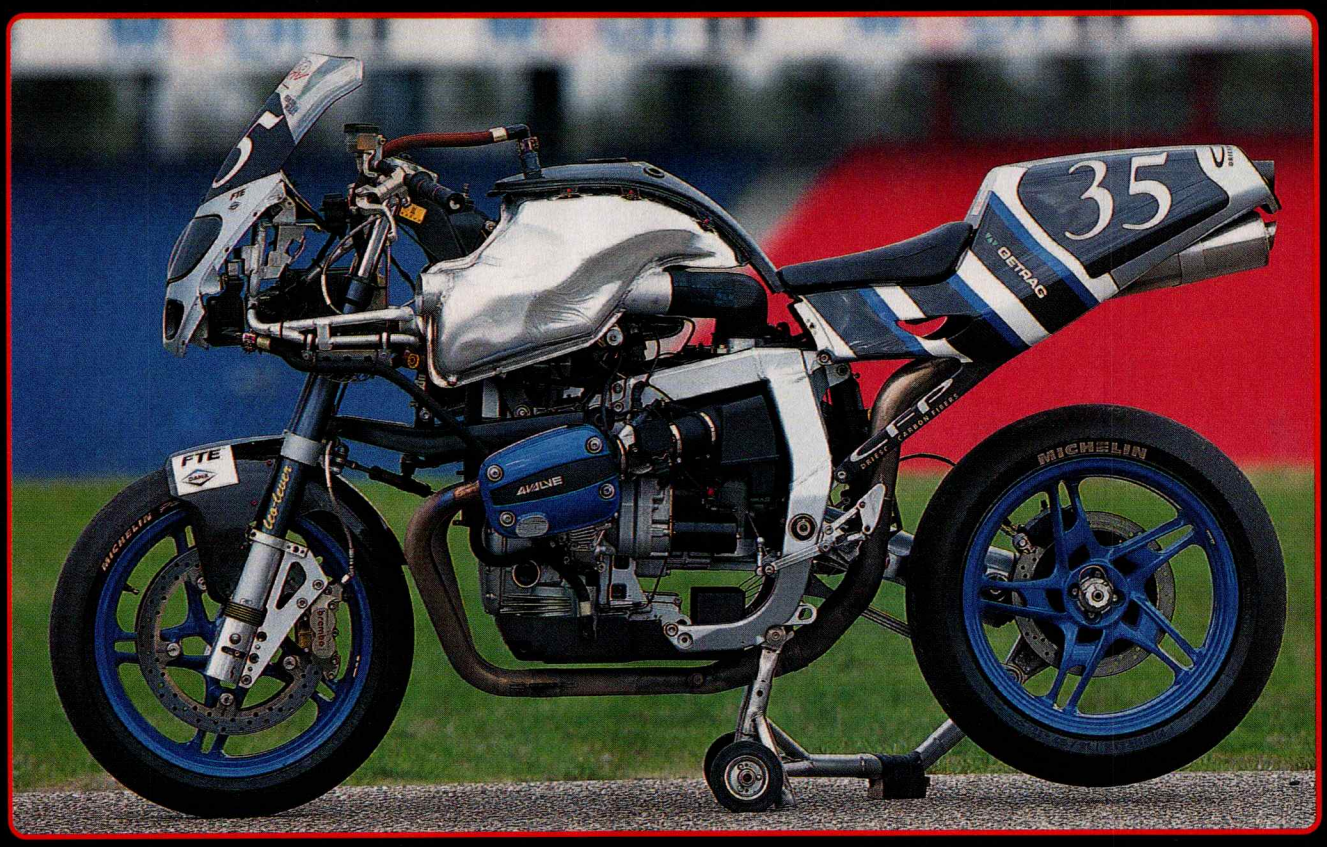
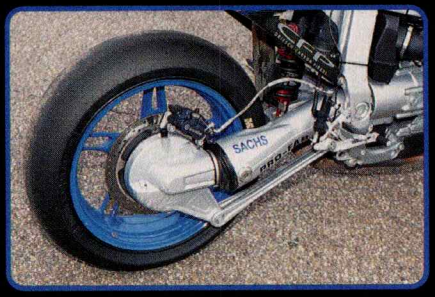
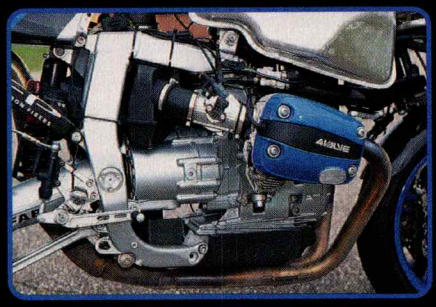


Sophisticated, F1-derived suspension components come courtesy of Sachs.

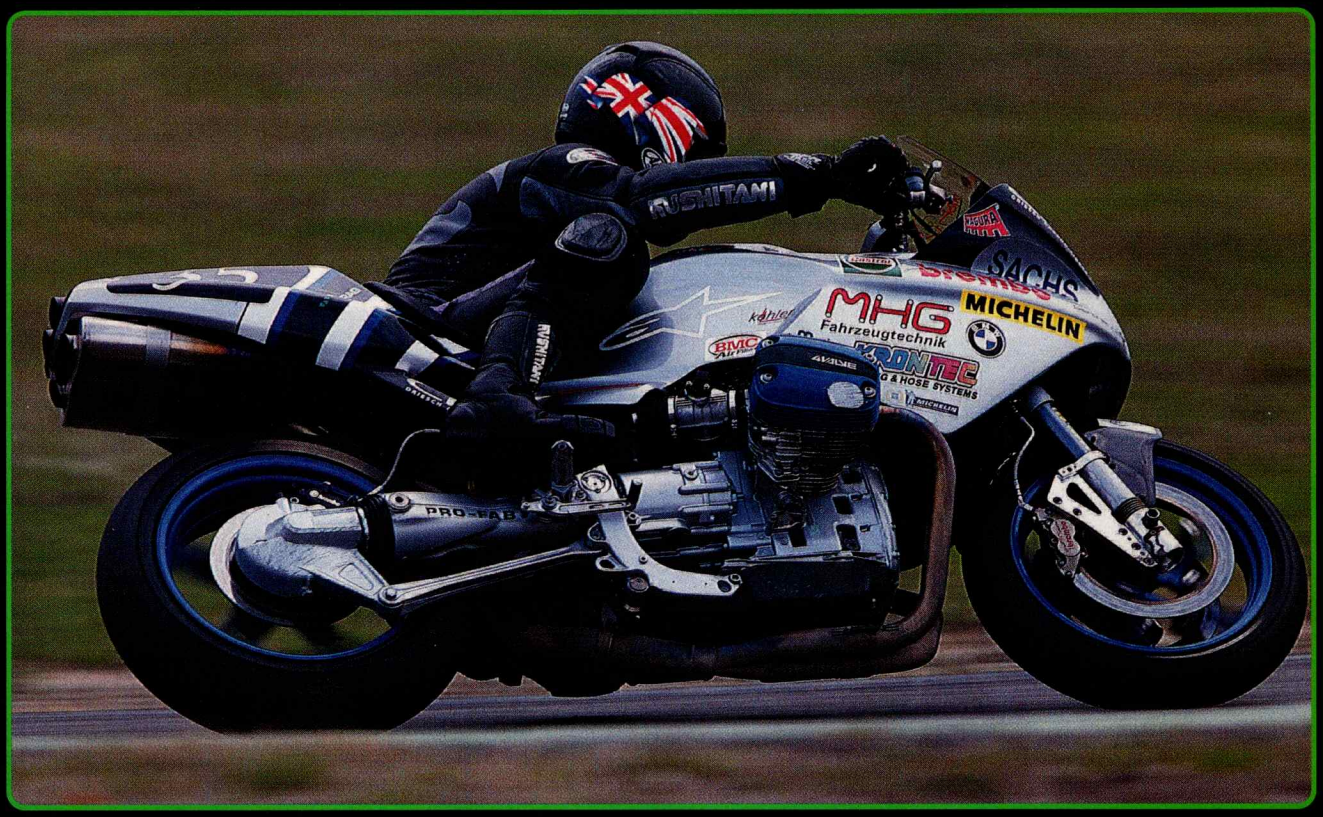
tually aquaplaning off the track and struggling back to finish 34th. For 2000, the team planned a one-off ride in the Le Mans 24 Hours' prototype category, only to be prevented from racing by French officialdom.

About the bike, then. To extract 118 rear-wheel horsepower at 7300 rpm from the bike's air- and oil-cooled eight-valve engine, tuning specialist Helmut Madder has altered the stock R1100S 99.0 x 70.5mm bore and stroke (making 1085cc) to match those of the R1200C cruiser, so that the engine now measures 101.0 x 73.0mm, for 1170cc. This delivers extra torque, now 88 foot-pounds at 5700 rpm in race guise. Pankl titanium rods are fitted to a heavily machined R1200C crank, now lighter (by 6.6 pounds) and rebalanced, while special slipper-type Mahle pistons with very short skirts help reduce the width of the engine





BMW's trademark Telelever front suspension and aluminum R1100S frame remain in the über-boxer. Long, stiff shocks help keep the cylinders off the deck and a ram-air system snaking through the center of the stock, steel tank boosts power. The angle of the Paralever's rearmost pivot determines the maximum ride height of the bike—although it's already treetop-tall. The breathed-on boxer displaces 1170cc and makes 118 horsepower, up more than 20 hp from a stock 1100S.



Once you settle into a groove and start lapping consistently, you find yourself dialed in for the long haul....

by 16mm. The four-valve heads have been ported and flowed, with compression raised to 11.5:1; 2mm-bigger valves are fitted all around. Camshafts have prototype profiles developed in-house at BMW during the course of R1100S R&D, but are considered too lumpy for the street version. The stock six-speed Getrag gearbox has been retained, but is lightened and fitted with a refined shift mechanism; the single-plate clutch remains because it can handle the 20 percent increase in power. Stock throttle bodies and the single-injector per cylinder of the streetbike's Motronic EFI have been similarly retained, but with the mapping altered to take account of the engine tuning—though there's still the trademark jerky pick-up from a closed throttle so typical of injected bikes.

Retained in unmodified form is the stock R1100S aluminum frame, with the engine bolted rigidly within to form a fully stressed chassis member. This is fitted with a self-supporting, carbon-fiber seat and a lightened Telelever fork. Sophisticated, F1-derived suspension components come courtesy of Sachs.

In order to maximize cornering speed and thus potential lean angle without grounding the cylinders, the BMW is set up as tall as possible at both ends, using near-maximum ride height front and rear. "We actually started out running it even higher," Berti admits, "but the limiting factor is the angle of the cordon, so to prevent fouling the drive shaft we actually had to lower it by two millimeters at the rear."

Bearing in mind I'm six feet tall, the fact that I needed help to sling a leg over the boxer without standing on the pegs will give you some idea of how high it is. Persuading yourself you can actually max out cornering speed by laying the boxer on its side and start rubbing the inside cylinder on the deck takes some doing, but thanks to the wider, 5.5-inch rear wheel from the BMW Sport pack, there's enough grip to help you achieve this even with the hardish Michelin endurance slicks fitted. Ride it hard and it's like sitting in a rocking chair, since suspension settings are so soft. There's hardly any rebound damping at either end, so the bike feels very bouncy to ride. But Berti says this is a deliberate choice to prevent wheel chatter. "Also, the fact it doesn't ride bumps very well as a result isn't really a problem, since most tracks we race on are very smooth," he says. "It's better to cure the chatter, even if the result is further compromised in setup." The BMW's modified Telelever allows you to trail-brake

continued on page 115

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Mad Mat's Mallet

A few seasons ago they were calling Yoshimura the team that couldn't shoot straight. After back-to-back Superbike championships, they're taking cover

By John Burns. Photography By James Brown

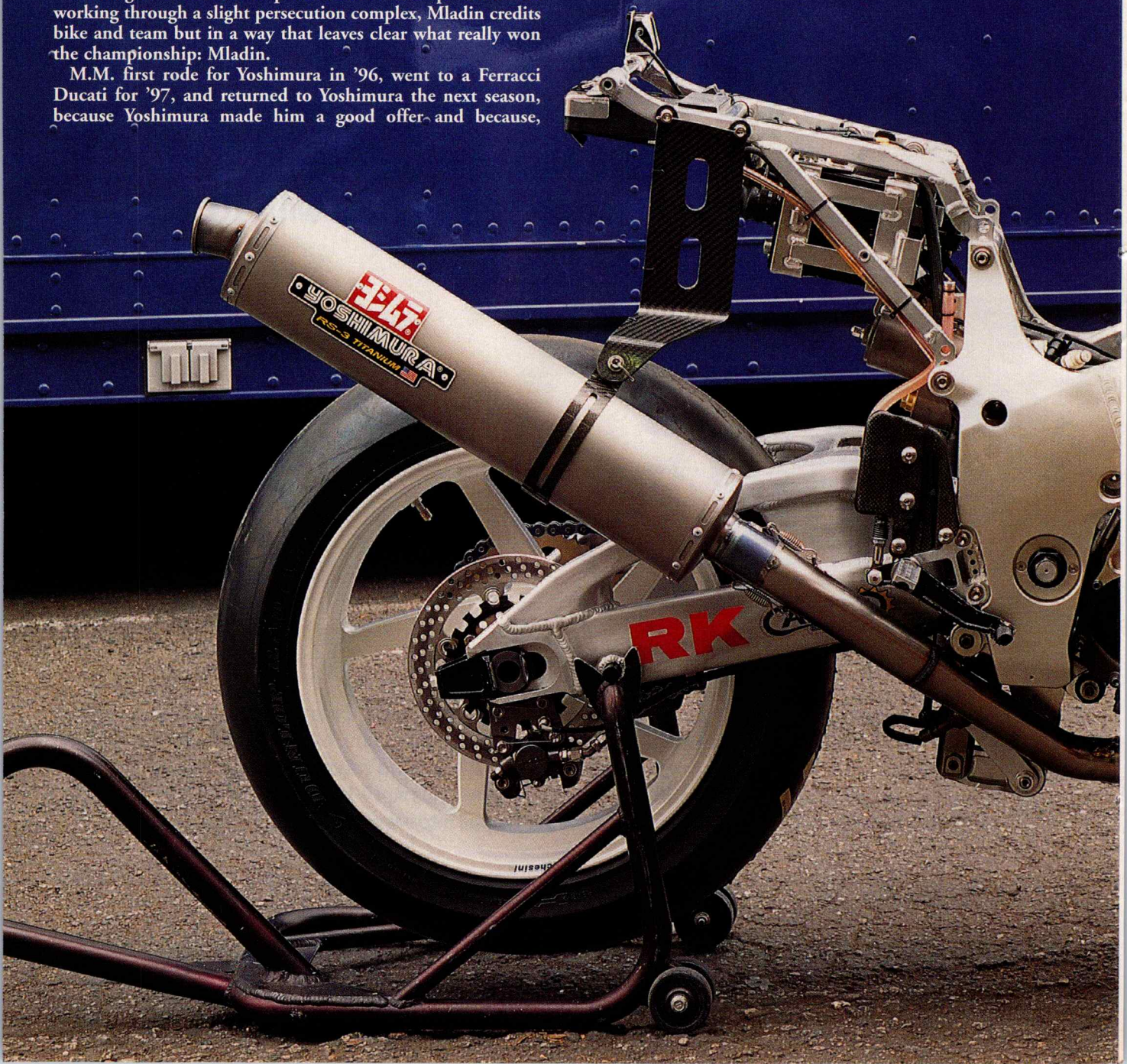
YOU DON'T GET TO THE TOP OF ANY SPORT, particularly this one, by being a nice guy and by wondering what others will think: Mat Mladin didn't, and he doesn't. After winning a controversial 1999 AMA Superbike Championship, Mladin roared back even stronger to win the title in 2000.

Leaning toward the outspoken end of the spectrum and working through a slight persecution complex, Mladin credits bike and team but in a way that leaves clear what really won the championship: Mladin.

M.M. first rode for Yoshimura in '96, went to a Ferracci Ducati for '97, and returned to Yoshimura the next season, because Yoshimura made him a good offer and because, "Ferracci and Ducati promised me stuff that didn't happen, so I wasn't happy there. I don't like being told I'm going to get something and not get it."

How does the Suzuki compare, Mat?

"I think a twin's easier to ride for anybody. I mean, that's a



TOM RILES

TOM RILES

Mladin's GSX-R750-based hammer weighs not much more than the Superbike minimum 355 pounds, makes at least 175 rear-wheel horsepower, and costs $200,000. Ammar Bazzaz (right, with clipboard) is crew chief. Inside that top-secret airbox lives a factory fuel-injection system that's partially responsible for the bike's excellent handling as well as its lively acceleration. Looks serious, no?

1000cc twin. They've got a capacity advantage, and that's well-documented. And I think for what we've done on a five-year-old motorcycle, a 750 four-cylinder, beatin' all these new fantastic twins that came out this year, was a pretty good effort. At the beginning of the year all I read was 'Honda, Honda, Honda and Nicky Hayden.' Unfortunately, the old Suzuki with the old rider (M.M.'s 29 years old) smoked 'em all. I think this bike's fully capable of winning the championship again next year."

Unfortunately, Mladin won't get the chance, as the "old" ('96–'99) superbike will be supplanted by the all-new 2000-spec model. We were curious, though, how Mladin's bike got to be so dang good, and cornered crew chief Ammar Bazzaz to find out.

John Burns: ***Ammar, how'd you get here anyway?***
Ammar Bazzaz: I was a bike enthusiast, going to the races, reading your magazine. I had a couple sportbikes, a Ducati, a Honda 900. Anyway, I just came to a turning point in my life, wanted to do something different. I'd been out of grad school for a year, worked as a designer, as a data-acquisition guy. I sent out a bunch of résumés to race teams.

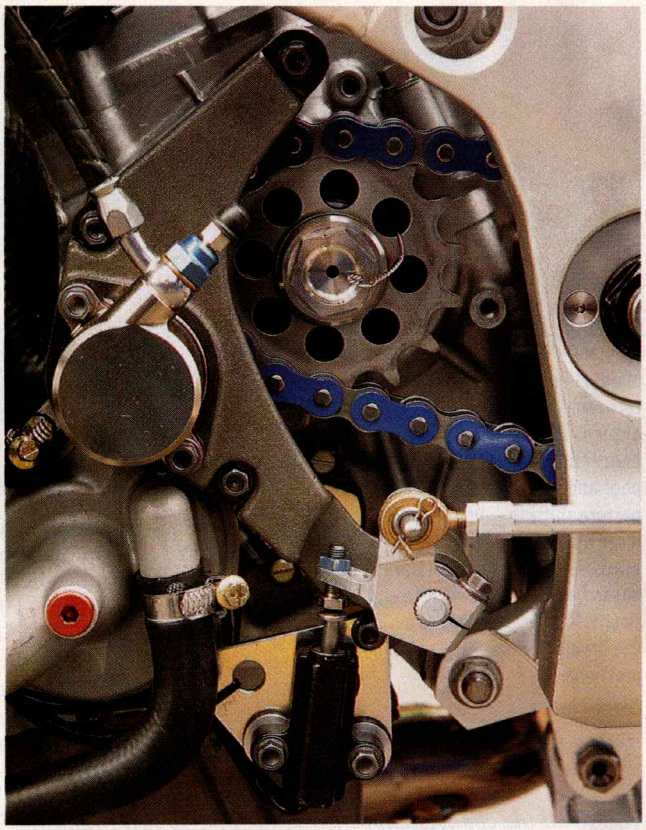
Yosh wasn't interested at first, but I kept pushing. 'Nabe (Suehiro Watanabe, Yoshimura R&D of America's CFO) needed somebody to design footpegs, things like that, which was well within my capabilities on the computer. So I came out and interviewed for that. Halfway through the interview, 'Nabe took me into the race shop. We sat down and started discussing stuff with Don (Sakakura, race manager) and he asked me to put my two cents in. I felt like I had no business doing that, but I don't know what happened. They had a top-notch Pi system on the bike, but they weren't really set up properly, they weren't doing much with the data. Mostly they were looking at gearbox data, but even that in a different light than we do now.

I just started shooting the bull with them, made my little sales pitch, and 45 minutes later my design job interview ended and Don took me to lunch and asked me if I wanted a job on the race team. So that worked out.

JB: ***So you guys had your hearts set on getting Mladin back then?***
AB: Yeah, they were pretty actively pursuing him. They saw how aggressive he was in 1996, then when he won a bunch of races (on the Ferracci Ducati) in 1997, they wanted him back. He was at the top of the list.

JB: ***Your first year, 1997, was with Yates, Pegram and Picotte.***
AB: Right, that year I came on as sort of a consultant, flying into the races and mostly doing data acquisition.

TOM RILES

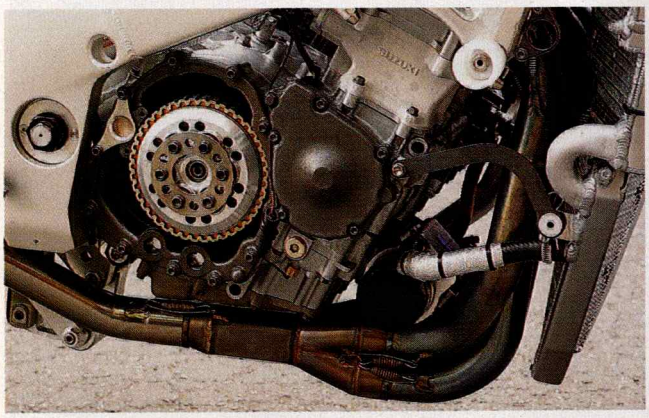


What can we say? No dirt, gobs of silicone seal or J.B. Weld in sight here. The clutch is hydraulic and not needed for full-power upshifts thanks to the electronic cut-out. *Sano.*

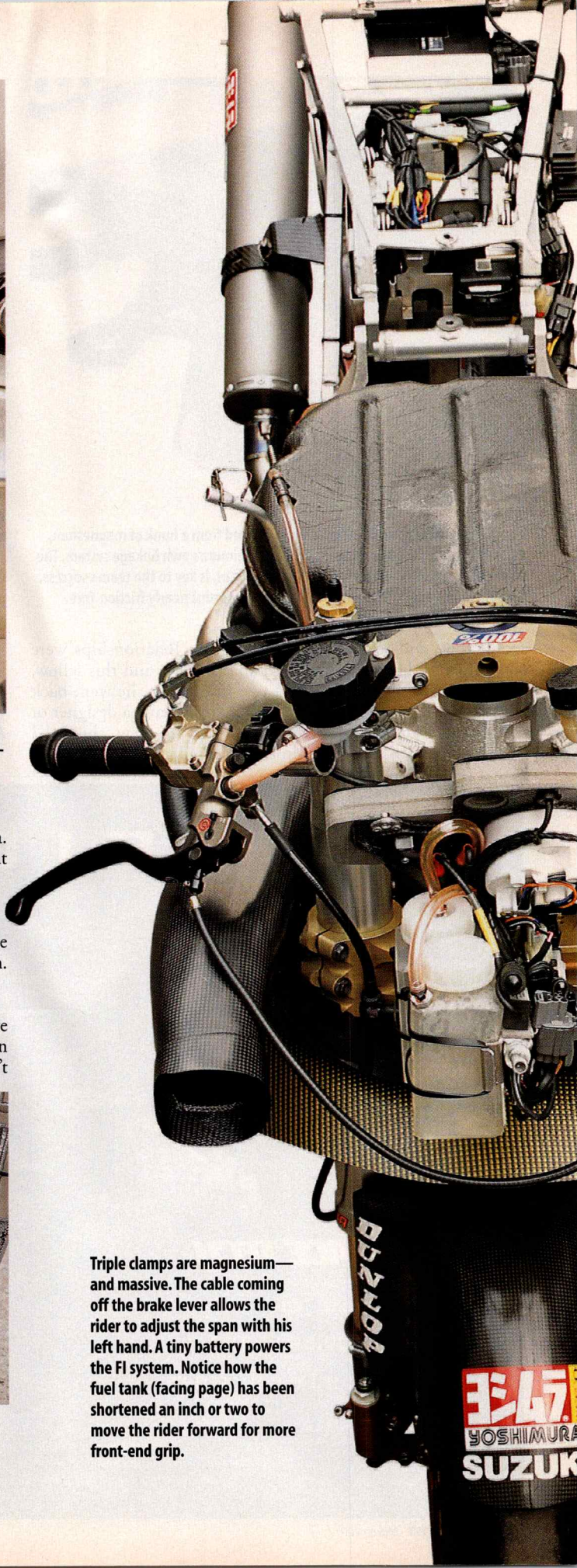
JB: ***Then Mladin came back in 1998.***
AB: Right, in '98 he worked with Wayne Smith from Australia. They worked together to improve the bike in their own way, but there were some problems.

JB: ***Bike or interpersonal?***
AB: Weeell…a little of both. There were some problems with the engine. It came down to how Mat's crew chief was assembling them.

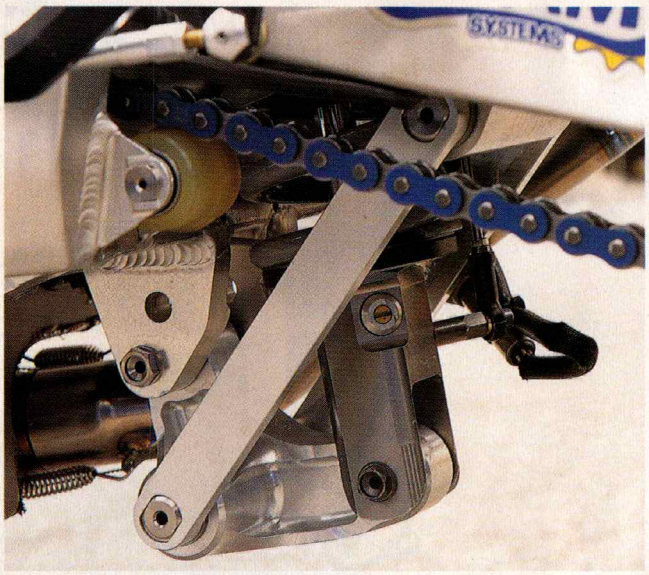
JB: ***Right, he had a couple engine failures that year.***
AB: If you took out those engine failures from '98, he would've had three championships in a row. So, that guy was leaning on them too hard or not doing something quite right, he wouldn't



A slew of engine failures drove Mat Mladin to drink, once, during the 1998 Superbike season, but a change of personnel solved that problem. Mladin's bike wouldn't be nearly as cool without the dry clutch, would it? As usual, this one's a slipper-type, adjustable through various combinations of inner and outer springs. Why do we get the impression this one's real pricey?



Triple clamps are magnesium—and massive. The cable coming off the brake lever allows the rider to adjust the span with his left hand. A tiny battery powers the FI system. Notice how the fuel tank (facing page) has been shortened an inch or two to move the rider forward for more front-end grip.



A frequently fettled factory Showa shock, carved from a hunk of magnesium, controls the handbuilt swingarm through Yoshimura's own linkage system. The assembly's performance, crew chief Bazzaz tells us, is key to the team's success. A strong lightweight RK chain with Delrin O-rings runs nearly friction-free.

Mladin's left ankle never quite recovered from an ultralight-airplane incident a few years ago, hence the big, flat, Yosh-built footpegs and his preference for street-pattern shifting—up for up. There's more magnesium in those fork bottoms—way expensive, as the stuff has to be dry-machined, nice and slowly. It's probably safe to assume the Brembo brake setup stops pretty hard.

accept that, and so they kept blowing up. Relationships were blowing apart between us and Japan, and Mat and this fellow, and so he went on his way with two races to go, he went back home. That's when I got drafted, went from being a designer of knickknacks and a data-acquisition guy to crew chief. I'd worked a lot with those guys in the 750 trailer in '97, and then for whatever political reason, I spent a lot of time with Mladin's team, just in the social dynamic. In my downtime, I'd help Reg (O'Rourke, M.M.'s chassis set-up man). He's the one who builds the chassis, but he also organizes our program from a preparation point of view. I've learned, and continue to learn, a tremendous amount from Reg.

JB: ***What big changes happened to the bike to suit Mladin?***
AB: One big thing was that in the middle of '97, we were working

continued on page 96

CONFIDENCE

Dear Paul,

I just returned from a trip to San Luis Obispo and back. I had no reason to go, other than the fact that I love riding my ZX-11 so much now that it has world class suspension. I spent most of the day at well over 155 miles an hour and occasionally, on the 166, explored the upper limits of the bike. Wow! Bumps, expansion joints, mid corner rocks, 10,000 rpm tire spinning corner exits are now dispatched with alacrity. I can ride like a total idiot*. As soon as that bike touches back to the ground, your suspension settles in, takes over and inspires a frightening amount of confidence.

This is not the motorcycle I drove off the dealer's lot. I would be scared to death on a stock ZX-11. Whatever my next bike is, you can be sure that the first stop will be at Race Tech.

Thank you very much for my Gold Valves™, your commitment to service, for Todd and Matt's help and about ten million grins.

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Robin Olson

P.S. If this letter ever falls into the hands of the police, I'll deny everything.

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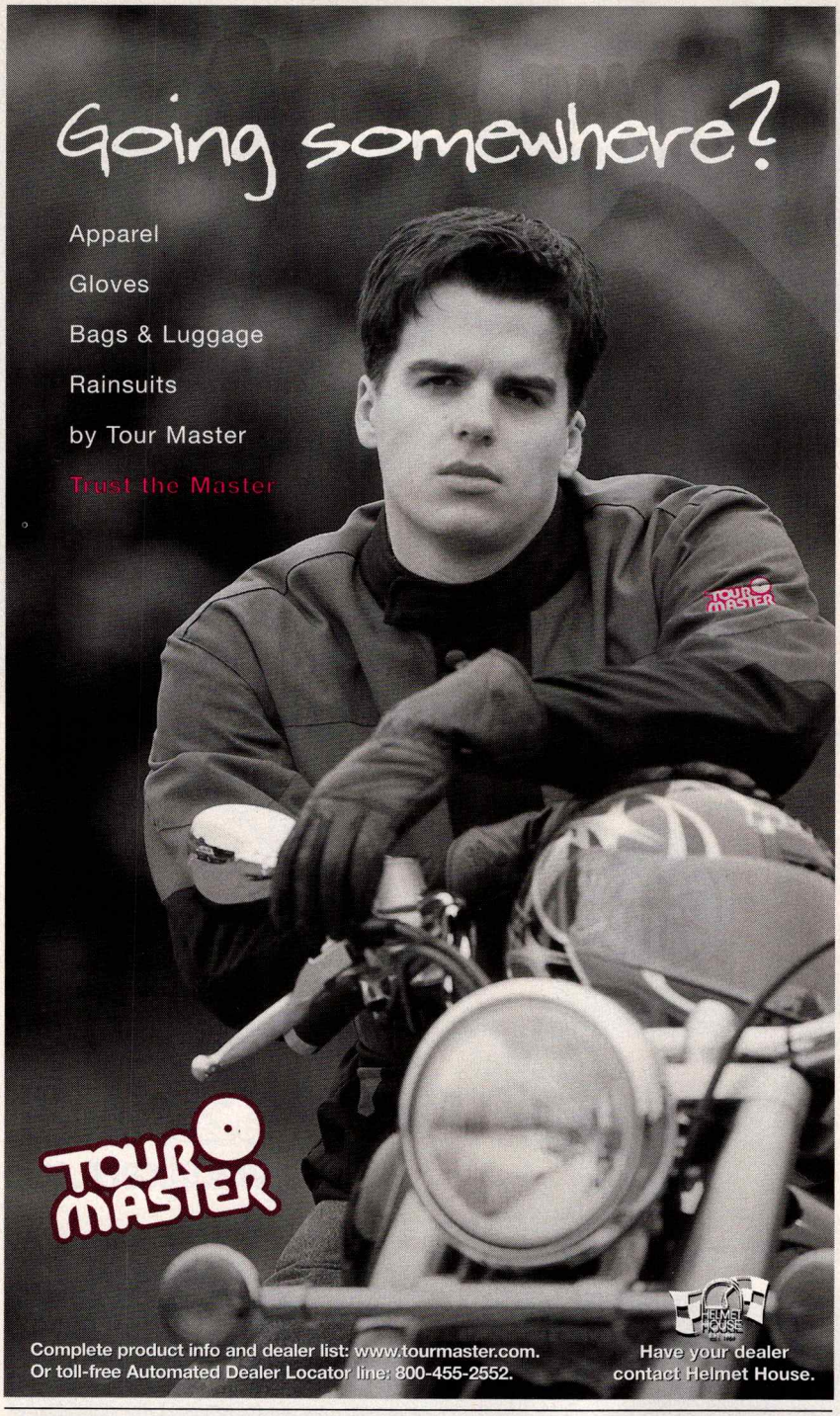


Mad Mat's Mallet continued from page 94

with Dale Rathwell, a guy they brought in as a suspension-tuning consultant, who was trying to work in conjunction with Showa. That didn't work out so well, one guy trying to help three riders. Plus he was basically full of shit from a technical standpoint...but that's a whole 'nother story. Anyway, midseason there was a change in Showa representation. A fellow by the name of Masami Matsuo took over the Showa program. Right there was a significant change in development of our bike, basically opening the door to moving forward.

We started looking much more closely at the damping. When Matsuo came in, typically the standard is [that] Suzuki designs the bike and the linkage, they give it to Yosh. Showa, completely independently, designs the damper, and that's it. You run it. It was sort of like three groups, all doing their own thing. Matsuo came in and really started promoting flow of information and also opportunity to change stuff. He and I worked on a link that seemed to be a significant improvement which we still use today—Matsuo's concept and my design. He had years of experience, said, can we make this? We made up some drawings and Bob's your uncle.

JB: ***Most of the credit goes to Mladin or the bike?***
AB: Ah, well, we have a well-refined bike but Mat got the job done. The power's come up, it's a well-balanced bike—but there're some things he's always unhappy with because he's always trying to push to the edge. If I had to, I'd say, well, if it's a 50/50 split, then it's only because of Mat that it's 50/50. Half of it's because the bike's good, half's that his riding is that good. But the half that the bike gets, half of that is because he focused and developed it. So call it 75/25.

JB: ***What was the most rear-wheel horsepower you saw out of Mladin's bike by the end of the season?***
AB: That bike made about 175 Dynojet horsepower.
(Later, I remembered being told Mladin's bike had been detuned for Willow Springs—the end of the season race—to ensure a decent finish and the championship.)

JB: ***Was it close to that in the beginning?***
AB: No, shit no. We picked up a lot. Quality of power, too. In '99, Suzuki brought in fuel injection, which made a significant improvement in how the chassis behaves. Power delivery was so much smoother.

JB: ***Strange, because on the 1998 streetbike it was almost the opposite.***

AB: Right. We had dual-injector systems, modified funnels, all kinds of things—which were legal, since we used the stock bodies—but very much a works setup. In the initial phases, the bike had the same problem as the streetbike—you'd get that big surge when you went to open the throttle. Luckily, the engineers back in Japan solved it quicker than they did on the street version.

JB: ***More power, too, or just better power?***
AB: More power, too, a big jump in acceleration. After that, the relationship between Mat and myself began to gel, in the sense that he began to think very critically about his riding. I tried to learn about stuff he was talking about and also brought in the computer aspect. The whole data thing is easy enough to interpret, but setting up and riding a motorcycle at that level was something I knew nothing about. I taught him to read computer traces and he taught me what's important for him on a motorcycle.

JB: ***Which is what?***
AB: Lots of things. How the bike reacts, how you set it up to go into the corner hard and come out hard. That guy needs grip. Once he got rear-tire grip, he needed more front-end grip...he doesn't want the thing spinning, he doesn't want to look like one of these guys, you know, backin' it in. Mladin says, "Losing time. I don't need to look cool, I just wanna win races."

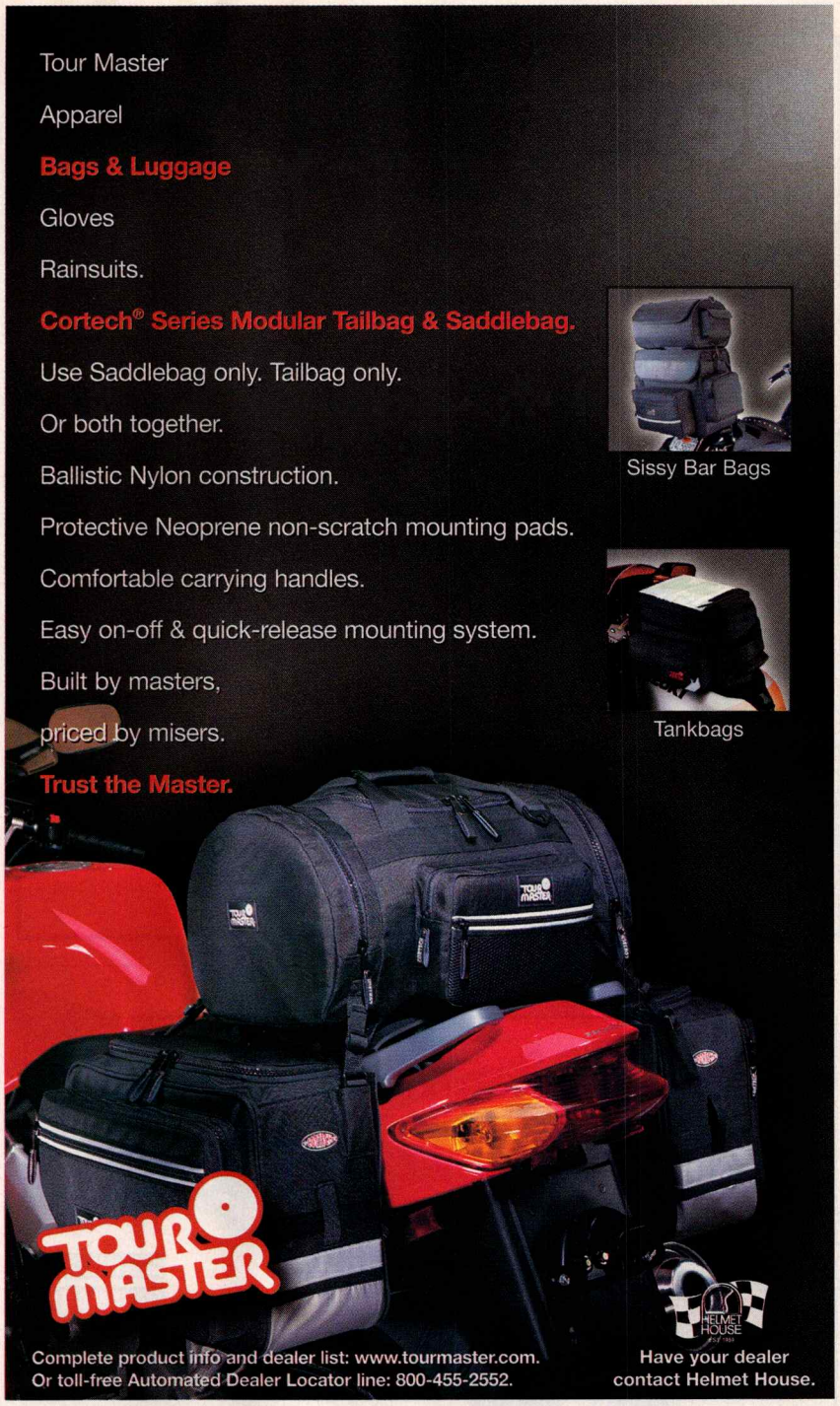
In 2000 we had a very good database, and could start looking real closely at suspension parameters—detail parameters. We made a couple of *significant* improvements there....

JB: ***You can tell us....***
AB: No, no I can't...that's a good one a lot of people don't know about. It has to do with chassis balance and damping as it applies to the whole machine. Not just the shock but from the standpoint of the bike and the rear of the bike and the ratios and associated motion ratios...just looking at the bigger picture. Slowly but surely we're chewing away at it.

Right.

Well, when Bazzaz starts going on about dynamic as opposed to static loads, and accelerating masses, it's time to ice down my brain and close up shop. Next season, Mladin's on the new 2000-spec bike, which we can surmise reasonably reliably ain't going to be any slower than the fully developed old one, though it will undoubtedly have its share of teething problems.

Then again, the kids at Yoshimura have already been playing with it for a while. Three in a row for Mladin? I, for one, would not bet against it. MC



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nightmares, the people running the project probably could not have imagined a worse scenario or a less forgiving critic. Jennings's unwillingness to suffer fools, especially official ones, produced prose so devastating that the relationship between the NHTSA and motorcyclists has yet to recover.

By the time *Cycle* was shuttered, Jennings had turned his attention elsewhere. He became an expert witness, where he found a great deal to prove his sense that we have sabotaged the Darwinian theory of natural selection. He could keep you in stitches for hours talking about the two riders who collided in the middle of an empty field, or riders who'd gone out at night dead drunk on mechanically crippled motorcycles and hit a car, wall or tree, and wanted to sue the maker of the helmet they weren't wearing or the tire that had no air in it.

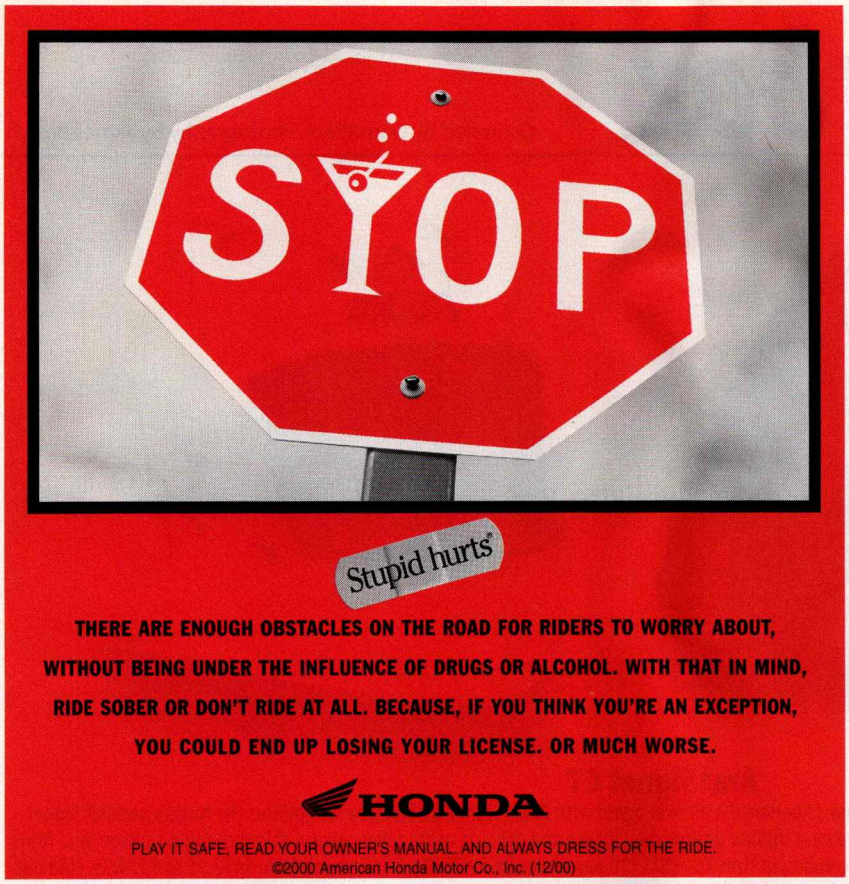
He started Wheelbase, a prototype of the modern Web site, which offered technical pearls, food for thought—and no mercy for bureaucratic stupidity. In late 1994, Mitch Boehm and I persuaded Jennings to provide a monthly column for *Motorcyclist*, which became a huge hit. Jennings was often at the leading edge of news; he was one of the very first to raise the alarm about MTBE, a gasoline additive that turned out to be a significant carcinogen and a major water pollution problem.

Jennings...was one of the very first to raise the alarm about MTBE, a gasoline additive that turned out to be a significant carcinogen....

But in the end, the carcinogens seem to have prevailed. Although the crashes didn't kill him, lymphoma did. When he became ill early this year and had to endure chemotherapy, we all prayed he'd recover. His wit and piercing observations remained to the end, which came in November. He was 69. Lamentably, Joe Parkhurst died a few weeks later.

Those of us who enjoy an unfettered motorcycle press have lost two of the men to whom we owe much of our editorial freedom. With Jennings's passing, motorcyclists of all persuasions lost a champion and an enthusiast who could enjoy the sport for its technical wonders and idiosyncrasies as well as its kinetic pleasures.

Heaven help the keeper at the Pearly Gates if there is anything inconsistent in his admission policies. —*A.F.*



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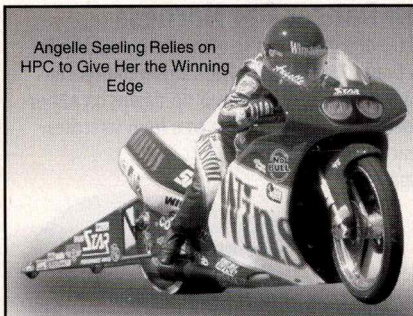
Angelle Seeling Relies on HPC to Give Her the Winning Edge



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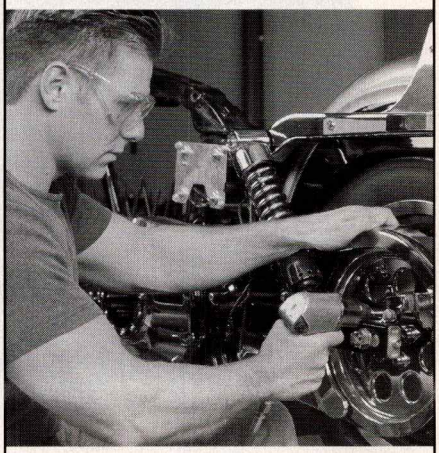

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Compiled By Garrett Kai. Photography By James Brown

Arai Signet GT

Aaahhh, the smell of a brand new helmet. Mmmmmmm. Experience it all over again with Arai's Signet GT. The new GT updates the hugely popular Signet series, and features a redesigned shell with an aggressive new chinbar design, dual intake and exhaust vents, lever-release shield changing system and Arai's trademark plush interior. The GT is available in 18 color combos, in sizes XS–XXXL (10 percent extra for XXXL). Prices range from $472.95 to $578.95. Find out more by contacting your local Arai dealer at (800) 277-ARAI or go to www.araiamericas.com.

Canyon Dancer Bar Harness

Keep your bike free of tie-down-induced scratches or cracked bodywork with the Canyon Dancer Bar Harness. The Canyon Dancer slips over the grips of your bike and attaches to your tie-downs on either side. A plush center sleeve protects your triple tree from scratches, while the sleeves on each grip distribute the load over a wide space. Canyon Dancers are available in black, blue or red for $29.95. Learn more by calling (530) 527-7926 or go to www.canyondancer.com.

Motion Pro V-12 Injector

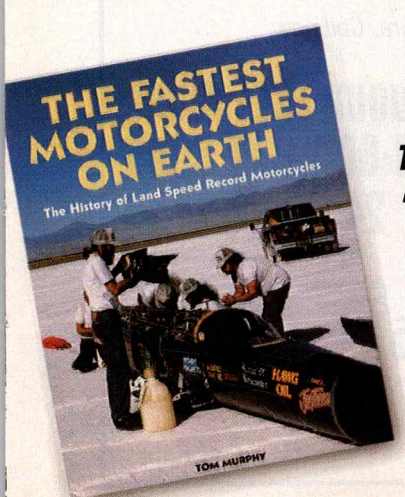
Bleeding brakes on Saturday morning is no fun, but mushy brakes on your Sunday-morning ride is no picnic, either. Rid yourself of the problem with the V-12 Injector System ($177.60) from Motion Pro. The V-12 uses reverse fluid injection to *push* fluid up through the system rather than pulling it through like other units. The nylon body offers an adjustable 10ml stroke, and a small piston diameter. Give Motion Pro a call at (650) 329-0427 or logon at www.motionpro.com.

Alpinestars GP Plus Gloves

Keep your hands safe from the dreaded tarmac grind with the latest from Alpinestars. The GP Plus Glove was created with the help of top-level riders like Carlos Checa and Nori Haga, and features a kangaroo-leather palm, double-wrist-closure system, memory-impact foam and tough carbon-fiber knuckle guards. Have your choice of black, blue or red, in sizes S–XXL for a respectable $179.95. Check with your local dealer or call Alpinestars at (310) 891-0222; www.alpinestars.com.

FirstGear Max Jacket

While Buffalo hide may not come easily to mind when you think of the perfect riding jacket, FirstGear now gives you that option. FirstGear's new Max Jacket uses buffalo leather and nylon construction for comfort as well as durability, foam armor for protection, back ventilation to keep you cool, reflective piping for conspicuity, and is available in long- ($384.95) and short-waisted ($304.95) versions. This stylish, all-around coat comes in sizes S-XXL and can be found at your local dealer or call (800) 416-8255; www.intersportfashions.com.



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Not many bikes can make the Suzuki Hayabusa look slow, but land-speed-record bikes certainly can. Enrich your knowledge of high-velocity two-wheelers by grabbing *The Fastest Motorcycles on Earth* ($19.95) by Tom Murphy (softbound, 111 pages). Get this great speed-read at your local bookstore or call (800) 531-1133; www.whitehorsepress.com.

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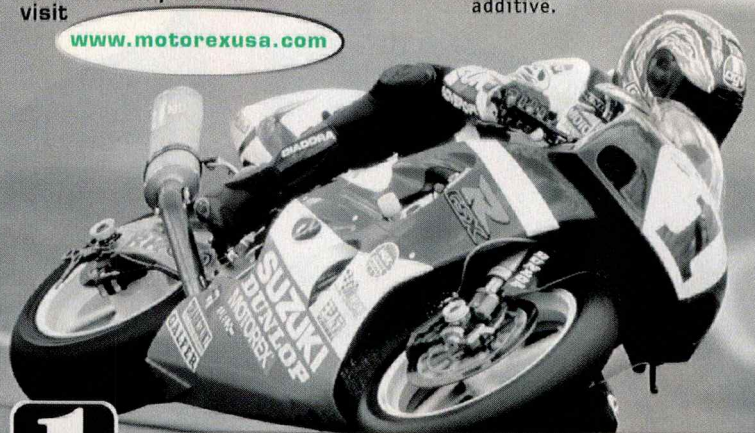

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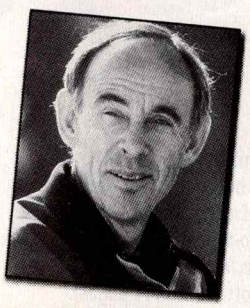
"One of the big issues for all of us is land use. But the issue of health care discrimination is really scary. The AMA needs more members and more money to publicize these issues."

Malcolm Smith



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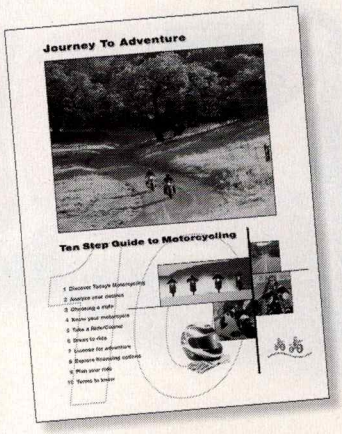

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ChatterBox FRS-X2 Communicator

Tired of throwing M&Ms at your riding buddies when it's time to refuel? Then try the latest in bike-to-bike communication from ChatterBox. The FRS-X2 ($249.95) attaches to your helmet, features a two-mile range, either voice- or push-button activation, stereo audio input (radio, CD or MP3), cellular phone and intercom ports, 14 channels, and a built-in rechargeable battery. Want even longer range? The GMRS-X1 ($299.95) offers a five-mile range, an emergency channel and an extra battery pack. To find out more call ChatterBox at (888) 452-2269 or surf online at www.hjc-chatterbox.com.

Aegis Helmets

Higher-end helmets are hot, hot, hot these days, and newcomer Aegis is set to stoke the headgear flames a bit with its all-new line of quality—yet reasonably priced—lids. The company's all-new design features fiberglass and carbon-fiber construction, a removable liner, a quick-change shield system, and a whole range of cool graphic designs. Aegis helmets are available in sizes XS–XXL, and range in price from $220–$299—see what we meant about "reasonable" pricing? Find out more about the whole Aegis line by contacting your local Tucker-Rocky dealer.

Ventura Bike-Pack

Touring on a sportbike is easier than ever thanks to Ventura Motorcycle Accessories. The Ventura Bike-Pack System allows sportbike owners to carry nearly as much stuff as a touring bike. The Bike-Pack's custom mounting system bolts on easily to most bikes, and a variety of bags are available. The CBR929RR system ($299) shown here (with the $104.95 Aero Delta-Pack, which carries 34 liters, and the $49.95 Sport-Pack, that holds eight liters) mounts quickly and easily. Check out the latest from Ventura at (800) 688-6439 or see it online at www.ventura-hsi.com.

Aerostich Polartec Sweater

PRICE: $75
RATING: ★★★★★
VERDICT: *The best thing between you and a leather jacket on a chilly Saturday is also natty enough for apres-bike wear.*

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Most rides are somewhere between sweltering and glacial, which is why the Aerostich Polartec Sweater spends more time on the road than in the closet. Cut from fast-drying, 100-weight Malden Polartec fabric (it's also available in 200-weight), it's much more compact than the warmer (but bulkier) Malden's 300-weight stuff. The pullover is more compact than anything with a full-length zipper. It slips easily under a leather jacket in the pre-breakfast chill without adding excess bulk, then crams into a tiny corner of your tail pack when it warms up after lunch. Layered between long underwear and a standard Aerostich suit, the sweater is good down to 45 degrees Fahrenheit or so. Add an electric vest and you're good down to 30 or less behind a fairing. Quality is typical Aerostich, which is to say outstanding. The Polartec Sweater comes in sizes S–XXL in slate blue or navy. MC

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We carry all Progressive products.

Muzzys

Stainless Steel Systems.....from $289.95
Carbon Fiber Systems.....from 379.95

We carry all Muzzy products.

Cobra

Full System
Drag Pipes.....from $204.95
Lo Boys.....from 290.95
Classics .....from 332.95
Fatty.....260.95

Miscellaneous
Slip-Ons.....from $204.95
Hot Rod Tips.....49.95
Lightbars.....from 214.95
Visors.....from 21.95
Fenders .....from 133.95
Hub Covers.....48.95
Fork Lowering Kits from 83.95
Luggage Racks.....75.95
Saddlebag Supports 75.95
Seats .....from 232.95

We carry the complete line of Cobra Boulevard products & exhausts.

Akrapovic

Akrapovic Exhaust
Full Titanium System ....CALL
Full Carbon System .....CALL
Titanium Slip-On .....CALL
Carbon Slip-On .....CALL

We carry the complete line of Akrapovic exhausts. Please call for items not listed.

Super Trapp

Internal Disc System.....from $345.95
External Disc System.....from 340.95
Slip-Ons.....from 213.95

We carry the complete line of Supertrapp exhaust. Call for your bike application.

D.I.D

520 X Ring .....from $89.95
530 X Ring .....from 96.95

All sizes and models available.

RK

RK Chain
520 Std. .....from $23.95
530 Hvy. Duty. .....from 33.95
O-Ring
520.....from $36.95
530.....from 55.95
530 Gold .....from 86.95
630.....from 75.95

All sizes and models available.

Tsubaki

Heavy Duty Chain
520 QR .....from $25.95
530 QR .....from 29.95
630QR .....from 49.95
O-Ring
520-O.....from $58.95
530.....from 45.95
630.....from 66.95

Renthal Sprockets / SUNSTAR

Front .....from $16.95
Rear .....from 35.95

Factory Jet Kits

Config.10 .....from $59.95
Config.30 .....from 77.95
Prokits.....from 49.95
Race .....from 133.95
Ignition Advancer ..from 41.95
Shift Kits .....from 26.95
Proshift Kits .....from 72.95

We carry the complete line of Factory products.

Vance & Hines

S4 Slip-Ons.....from $261.95
SS2-R System .....from 332.95
Classic II .....from 355.95
Straightshots .....from 307.95
Longshots .....from 331.95
Jet Kits .....from 57.95
Powerpaks .....from 224.95
Advancer.....from 43.95

We carry the complete line of Vance & Hines products.

Yoshimura

RS3 Zyclone/Slip-on ....CALL
RS3 Race/Slip-on .....CALL
Zyclone Racer/Slip-on.....CALL
Pro Series 2 .....CALL
Duplex Race .....CALL
Racing Only System ....CALL

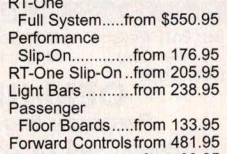
Yoshimura will not allow us to advertise our low prices.

D&D

Ft.Worth, TX.
Show and Go....from $249.95
Race Systems ....from 289.95

All D&D Systems available.

Jardine



RT-One
RT-One Full System.....from $550.95
Performance Slip-On.....from 176.95
RT-One Slip-On ..from 205.95
Light Bars .....from 238.95
Passenger Floor Boards.....from 133.95
Forward Controls from 481.95
Foot Pags .....from 99.95
Billet Racks .....from 114.95

We carry the complete line of Jardine products.

Bridgestone

BT-010 (rear)

160/60ZR17	$98.95
170/60ZR17	101.95
180/55ZR17	105.95
190/50ZR17	122.95
190/50ZR17 G	123.95
200/50ZR17	125.95
150/60ZR18	98.95
(front)	
130/70ZR16	$79.95
110/70ZR17	79.95
120/60ZR17	79.95
120/65ZR17	81.95
120/70ZR17	82.95
120/70ZR17 G	82.95

BT-020 (rear)

150/70ZR17	$101.95
160/60ZR17	98.95
160/70ZR17	105.95
170/60ZR17	101.95
180/55ZR17	105.95
160/60ZR18	105.95
(front)	
120/60ZR17	$79.95
120/70ZR17	82.95
110/80ZR18	81.95
120/70ZR18	86.95

S-11R (rear)

140/90H15 RWL	$73.95
150/90H15 RWL	78.95
130/90H16	64.95
130/90H16 RWL	71.95
140/90H16 RWL	78.95
130/90H17	65.95
110/90H18	56.95
120/90H18	59.95
130/90H18	66.95
130/90H18 RWL	73.95

S-11F(front)

130/90H16	$76.95
100/90H18	48.95
110/90H18	49.95
110/90H18 RWL	54.95
120/90H18 RWL	57.95
90/90H19	49.95
100/90H19	54.95
100/90H19 RWL	56.95
110/90H19	55.95
110/90H19 RWL	60.95

BT56-SS (rear)

160/60ZR17	$104.95
180/55ZR17	111.95
190/50ZR17	126.95
150/60ZR18	107.95
(front)	
130/70ZR16	$81.95
110/70ZR17	77.95
120/60ZR17	81.95
120/70ZR17	81.95

All Bridgestone tires available.

Continental

Conti-Force (rear)

150/60ZR17	$77.95
150/70ZR17	77.95
160/60ZR17	77.95
170/60ZR17	79.95
180/55ZR17	83.95
(front)	
110/70ZR17	$58.95
120/60ZR17	64.95
120/70ZR17	64.95

TK16/17 Touring (rear)

150/90H15	$67.95
130/90H16	72.95
140/90H16	73.95
150/80H16	75.95
130/90H17	73.95
120/90H18	64.95
(front)	
130/90H16	$64.95
120/90H18	69.95
100/90H19	53.95
300x21	56.95

TKH23/24 Blitz (rear)

140/90H15	$64.95
150/90H15	82.95
120/90H16	50.95
130/90H16	54.95
140/90H16	65.95
150/80H16	72.95
130/90H17	58.95
4.00H18	57.95
120/90H18	58.95
130/90H18	59.95
(front)	
110/90H18	$51.95
90/90S19	47.95
3.25H19	49.95
110/90H19	56.95

All Continental tires available.

Kryptonite

New York Chains (w/locks)

Noose Short	$73.95
Noose Long	89.95
3ft	59.95
5ft 6in	88.95
Evolution Disc Lock	27.95
New York Disc Lock	54.95
New York Lock	56.95

We carry the complete line of Kryptonite.

Dunlop

GT 501 (rear)

130/90VB16	$83.95
140/90V16	91.95
150/80VB16	99.95
140/80VB17	101.95
150/70VB17	104.95
120/90V18	80.95
130/80V18	83.95
(front)	
110/90V16	$61.95
120/80VB16	73.95
110/90VB17	74.95
100/90V18	68.95
100/90V19	72.95

K491 Elite II (rear)

140/90HB15	$89.95
MV85HB15 RWL	109.95
MT90HB16	85.95
MT90HB16 RWL	96.95
MU90HB16 RWL	99.95
160/80HB16	116.95
MT90HB17	87.95
MT90HB17 RWL	96.95
110/90HB18	77.95
120/90HB18	76.95
(front)	
MT90HB16	$76.95
MT90HB16 RWL	87.95
100/90H18	67.95
MR90H18 RWL	84.95
130/70HB18	82.95
MM90H19	63.95
MM90H19 RWL	66.95

D207 (rear)

160/60ZR17	$100.95
170/60ZR17	103.95
180/55ZR17	107.95
190/50ZR17	135.95
200/50ZR17	148.95
(front)	
130/70ZR16	$81.95
120/60ZR17	83.95
120/70ZR17	82.95

D402 (rear)

MT90HB16	$92.95
MT90HB16 SWS	105.95
MT90HB16 WWW	110.95
(front)	
MT90HB16	$78.95
MT90HB16 SWS	103.95
MT90HB16 WWW	99.95
MH90H21	68.95

Cruisemax (rear)

140/90-15	$76.95
140/90-15 RWL	82.95
150/90-15 RWL	84.95
170/80-15 RWL	95.95
140/90-16	84.95
140/90-16 RWL	82.95
140/90-16 WWW	84.95
150/80-16 RWL	98.95
150/80-16 WWW	99.95
(front)	
130/90-16	$82.95
130/90-16 RWL	88.95
130/90-16 WWW	80.95
120/90-18 RWL	80.95
100/90-19 RWL	61.95
110/90-19 RWL	72.95
80/90-21	72.95

K591 (rear)

130/90V16	$85.95
140/90V16	92.95
150/80VB16	102.95
130/80V17	69.95
130/90V17	80.95
180/55VB17	101.95
120/90VB18	82.95
140/70VB18	85.95
(front)	
110/80V17	$77.95
110/80VB18	71.95
100/90V19	73.95

D-205 (rear)

150/80ZR16	$111.95
140/80ZR17	106.95
150/70ZR17	104.95
160/60ZR17	107.95
160/70ZR17	115.95
170/60ZR17	109.95
180/55ZR17	112.95
160/60ZR18	104.95
170/60ZR18	114.95
(front)	
110/80ZR17	$87.95
120/60ZR17	87.95
120/70ZR17	89.95
110/80ZR18	87.95
120/70ZR18	93.95

Dunlop

D401 (rear)

130/90HB16	$88.95
(front)	
90/90H19	$74.95
100/90H19	73.95

D-204 (rear)

150/60ZR17	$105.95
160/60ZR17	116.95
170/60ZR17	119.95
190/50ZR17	134.95
160/60ZR18	122.95
(front)	
130/70ZR16	$94.95
120/60ZR17	94.95
130/60ZR17	94.95

All Dunlop street and dirt tires available.

Pirelli

MTR22/21 Dragon EVO (rear)

150/60ZR17	$116.95
160/60ZR17	120.95
170/60ZR17	122.95
180/55ZR17	125.95
190/50ZR17	145.95
(front)	
130/70ZR16	$98.95
110/70ZR17	88.95
120/60ZR17	88.95
120/70ZR17	96.95

MTR22/21 Dragon EVO Corsa (rear)

150/60ZR17	$138.95
160/60ZR17	143.95
170/60ZR17 SC2	153.95
180/55ZR17	156.95
180/55ZR17 SC2	156.95
190/50ZR17	165.95
(front)	
130/70ZR16	$126.95
110/70ZR17	121.95
120/60ZR17	125.95
120/65ZR17	130.95
120/70ZR17	126.95
120/70ZR17 SC2	126.95

MTR24/23 Dragon GTS (rear)

150/70ZR17	$112.95
160/60ZR17	116.95
160/70ZR17	117.95
170/60ZR17	117.95
180/55ZR17	121.95
190/50ZR17	139.95
160/60ZR18	121.95
(front)	
120/60ZR17	$92.95
120/70ZR17	93.95
120/70ZR18	90.95
110/80ZR18	90.95

MT-66 Route (rear)

130/90S15 TT	$58.95
140/90H15	75.95
150/90H15	77.95
170/80H15	85.95
180/7015	88.95
130/90H16	70.95
140/90H16	79.95
150/80H16	81.95
110/90H18	57.95
120/90H18	61.95
(front)	
130/90H16	$63.95
150/80H16	70.95
120/90S17 TT	52.95
3.00S18 TT	48.95
120/90H18	68.95
100/90H18	58.95
90/90H19	53.95
100/90H19	55.95
110/90H19	55.95
80/90H21 TT	59.95

All Pirelli tires available.

Metzeler

ME33 Lazer (front)

110/90V16	$78.95
120/80V16	81.95
110/80V17	81.95
120/70V17	83.95
90/90H18	66.95
100/90V18	78.95
110/80V18	79.95
110/90V18	84.95
3.25H19	69.95
3.25V19	78.95
3.50H19	77.95
100/90V19	91.95
110/90V19	82.95
80/90H21	84.95
90/90H21	85.95

ME 22 (rear)

150/80ZR16	$106.95
130/80HR17	101.95
140/80ZR17	102.95
170/60ZR18	110.95
(front)	
120/80ZR16	$79.95
110/80ZR17	81.95

ME Z4 (rear)

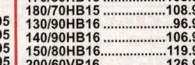
150/70ZR17	$113.95
160/60ZR17	117.95
160/70ZR17	119.95
170/60ZR17	119.95
180/55ZR17A	123.95
190/50ZR17	143.95
160/60ZR18	124.95
(front)	
120/60ZR17	$94.95
120/70ZR17	95.95
120/70ZR17B	97.95
110/80ZR18	93.95
120/70ZR18	92.95

Renn Sport (rear)

150/60ZR17	$125.95
160/60ZR17	129.95
180/55ZR17	141.95
(front)	
110/70ZR17	$109.95
120/70ZR17	113.95

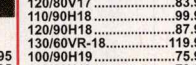
ME880 (rear)

140/80HB15	$106.95
140/90HB15	102.95
150/90HB15	108.95
170/80HB15	108.95
180/70HB15	108.95
130/90HB16	96.95
140/90HB16	106.95
150/80HB16	119.95
200/60VR16	126.95
240/50VR16	150.95
160/70VR17	107.95
160/70VB17	107.95
240/40VR18	150.95
(front)	
130/90HB16	$83.95
150/80HB16	94.95
120/70VB17	85.95
120/80V17	83.95
110/90H18	99.95
120/90H18	87.95
130/60VR-18	119.95
100/90H19	75.95
110/90H19	79.95
80/90H21	73.95
120/70V21	85.95



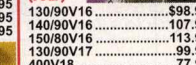
ME99 Perfect (rear)

130/90V16	$98.95
140/90V16	107.95
150/80V16	113.95
130/90V17	99.95
400V18	97.95
120/90V18	94.95
130/80V18	99.95



ME55 Metronic (rear)

130/90V16	$94.95
150/80VB16	112.95
140/80VB17	111.95
160/70VB17	117.95



ME23 (rear)

150/60ZR-17	$115.95
160/60ZR-17	117.95
170/60ZR-17	121.95
180/55ZR-17	126.95
190/50ZR-17	146.95
(front)	
130/70ZR-16	$97.95
110/70ZR-17	89.95
120/60ZR-17	95.95
120/70ZR-17	97.95

Metzeler

Renn Race (rear)

150/60ZR-17	$125.95
160/60ZR-17	129.95
180/55ZR-17	131.95
190/50ZR-17	149.95
(front)	
110/70ZR-17	109.95
120/60ZR-17	113.95
120/70ZR-17	113.95

ME550 (rear)

130/90V16	$78.95
130/70H17	75.95
130/80H17	64.95
140/80VB17	82.95
150/70H17	79.95
150/70V17	80.95
130/70H18	76.95
140/70H18	79.95

ME330 (front)

110/90V16	$64.95
110/70H17	68.95
110/80H17	68.95
110/80V17	66.95
120/70V17	66.95
110/80H18	68.95

All Metzeler tires available.

Michelin

100X (rear)

150/70ZR17	$115.95
160/60ZR17	119.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	145.95
160/60ZR18	119.95
(front)	
110/70ZR17	$93.95
120/60ZR17	95.95
120/70ZR17	115.95

Pilot Sport (rear)

150/60ZR17	$127.95
160/60ZR17	128.95
170/60ZR17	135.95
180/55ZR17	145.95
190/50ZR17	149.95
190/50ZR17 TX25	4 171.95
200/50ZR17	182.95
(front)	
130/70ZR16	$111.95
110/70ZR17	106.95
120/60ZR17	107.95
120/65ZR17	110.95
120/70ZR17	110.95
120/70ZR17 TXN	127.95

All Michelin tires available.

Avon Tyres

Venom X (rear)

140/90H15	$82.95
150/90H15	108.95
150/90V15	89.95
170/80H15	92.95
MT90H16	83.95
MT90H16 SWS	92.95
MT90H16 WWW	93.95
140/90H16	89.95
140/90H16 WWW	98.95
150/80H16	94.95
160/80H16	116.95
(front)	
MT90H16	$79.95
MT90H16 SWS	84.95
MT90H16 WWW	86.95
150/80H16	89.95
100/90H18	70.95
120/90H18	75.95
130/70H18	89.95
100/90H19	61.95
100/90H19 WWW	75.95
110/90H19	64.95
80/90H21	64.95
MH90H21	65.95
MH90H21 WWW	89.95

AV35/36 Azaro (rear)

140/80ZRX17	$105.95
150/70ZRX17	110.95
160/60ZR17	114.95
170/60ZR17	118.95
180/55ZR17	125.95
160/60ZR18	112.95
(front)	
120/60ZR17	$89.95
120/70ZR17	89.95

All Avon tires available.

IRC Tire / Cheng Shin

Call for Tires not listed.

ALL OF OUR PRODUCTS ARE NEW (NO BLEMS OR SECONDS). PRICES AND AVAILABILITY ARE SUBJECT TO CHANGE. SHIPPING AND HANDLING FEES ARE EXTRA. EXCHANGE AND RESTOCKING FEES MAY APPLY. FOR FASTER SERVICE WE USUALLY SHIP FROM THE CLOSEST WAREHOUSE TO YOU! (*LOWER 48 GROUND ONLY)

Performance Marketplace advertising space is available in 1" to 3" units. Minimum insertion is 3 issues within contract year. Rates below are for black and white units on a per-ad basis. Please call for rates on 2-color and 4-color ads. Rates are effective with the January 2000 issue.

	3 Times	6 Times	12 Times
1 inch	$250	$240	$220
2 inches	$500	480	440
1/12th pg.	$640	620	560
3 inches	$750	720	660

For additional info, contact Direct Marketing Division, *Motorcyclist* Marketplace, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; (323) 782-2535.

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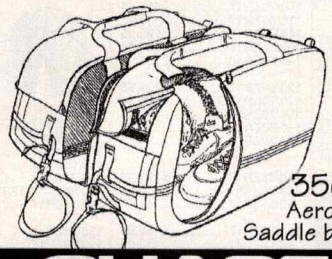
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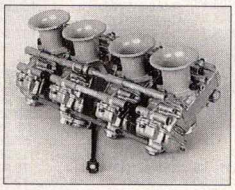
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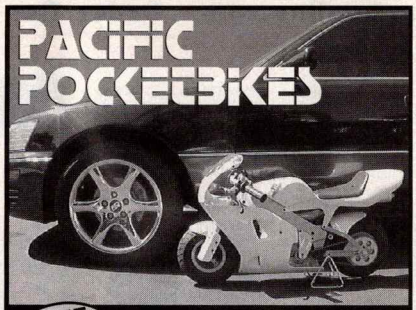
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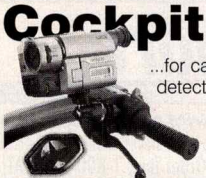

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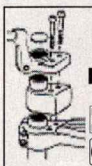

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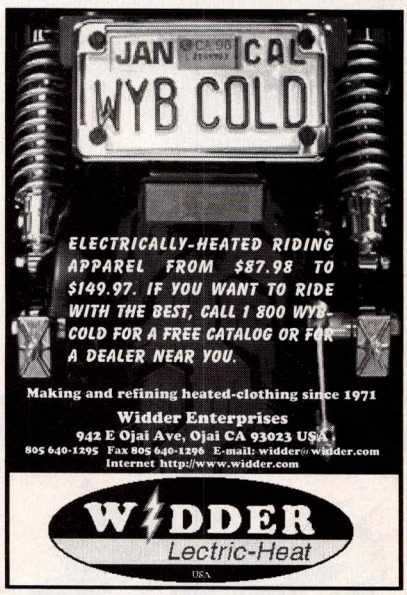

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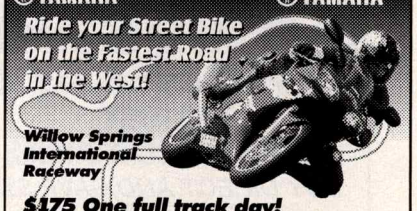

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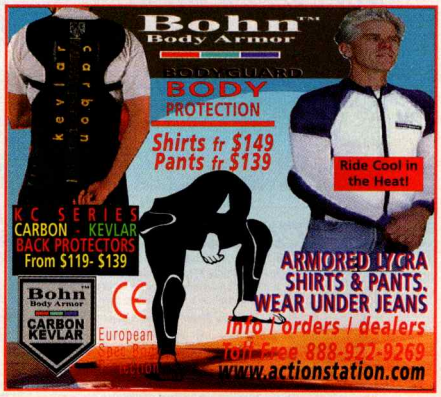

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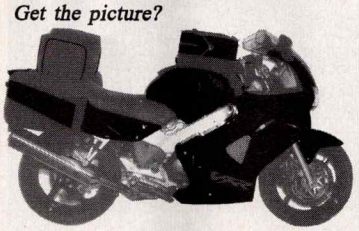

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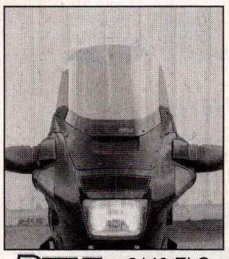

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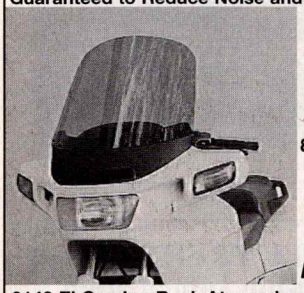

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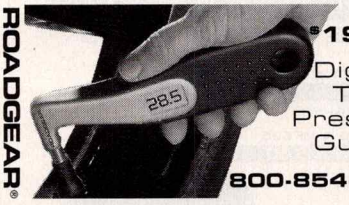

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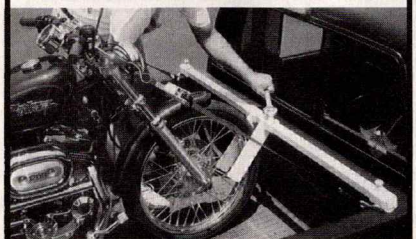

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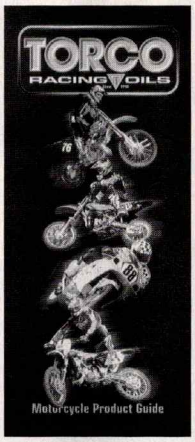

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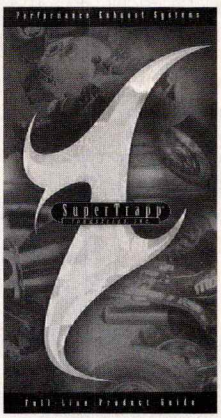

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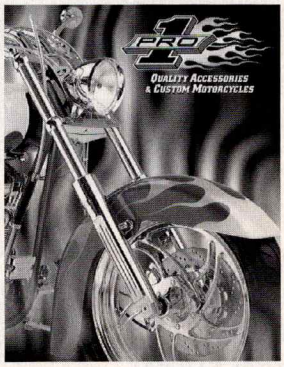

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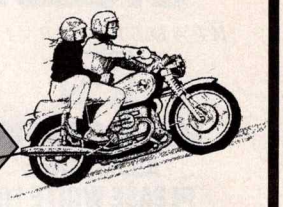

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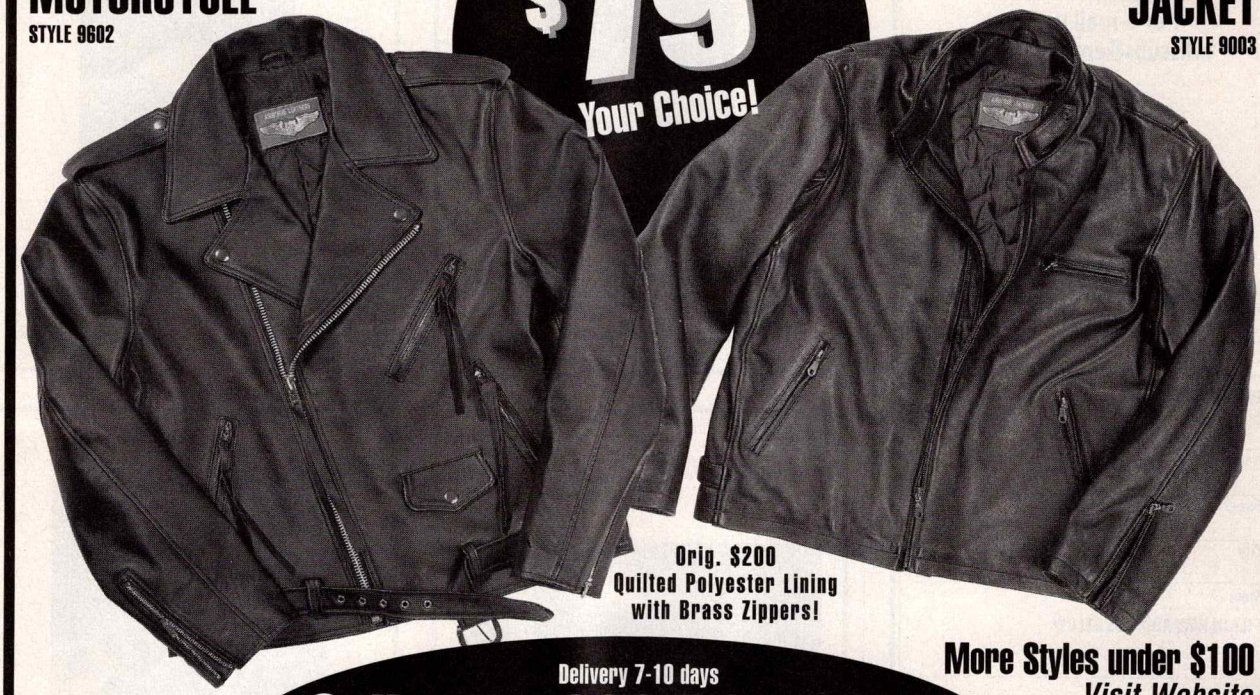

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Once you settle into a groove and start lapping consistently, you find yourself dialed in for the long haul. This is a very capable endurance racer that is both long-legged and forgiving to ride, leastwise in terms of the engine performance. While it's pretty quick for such a hefty bike, and despite having a lot of frontal area and little pretense at aerodynamic efficiency, the BMW's real strength is its completely linear power delivery and ultraflat torque curve. Just crank open the fuel injection's precise-action throttle butterflies anywhere above 2500 rpm and you'll be rewarded with a strong, clean pull toward the 8400-rpm rev limiter. As on the street-going R-model, there's some vibration through the footrests from approximately 5000 rpm, but in general the boxer engine is untiring to ride quickly.

What at first seems a curiously conceived Everest of a motorcycle ends up actually being rather nice to ride....

The Getrag gearbox changes improbably sweetly for a shaft-drive transmission, with a crisp street-pattern change that allows clutchless upshifts without a second thought. What's even more remarkable is that there's absolutely no torque reaction from the lengthways crank when you do change gears, presumably due to a combination of the lightened crankshaft and Paralever rear end. Even shifting down with a blip of the throttle as you brake deep into the apex of a turn doesn't provoke any misbehavior, as the wishbone front suspension and the fabulous Brembo brake package combine to stop the Boxer quickly. No small feat given the BMW's all-up weight of 445 pounds.

What at first seems a curiously conceived Everest of a motorcycle ends up actually being rather nice to ride, after initially seeming frankly daunting. The real trump card is that lovely engine—as you crank up the lap count, you come to terms with the idiosyncratic handling, and gain better confidence in what is nevertheless a bike you can't take for granted. After all, if BMW had ever got as far as wanting to race the R1 Desmo Boxer, World Endurance would have been the only place it could do so, just as it was for Honda with the oval-piston NR750. Or does BMW want to leave all the interesting stuff for four-stroke GP, if *that* ever happens? MC

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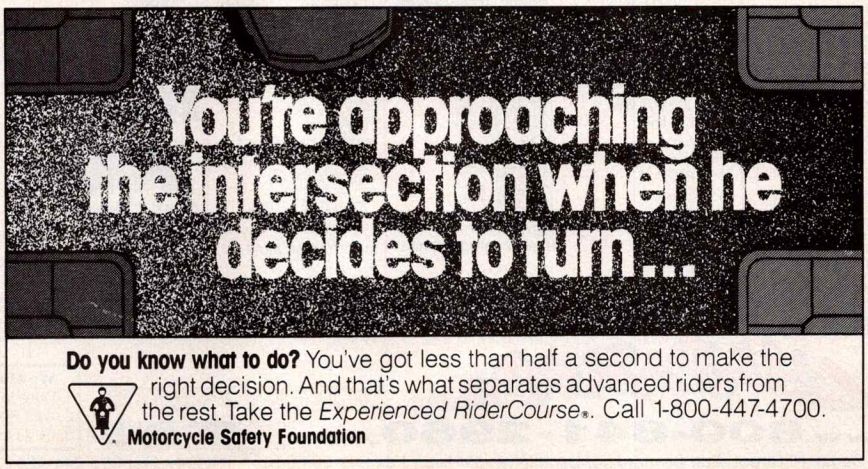
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Do you know what to do? You've got less than half a second to make the right decision. And that's what separates advanced riders from the rest. Take the Experienced RiderCourse®. Call 1-800-447-4700.
Motorcycle Safety Foundation

DUNLOP

DUNLOP D402

FRONT	SALE
MT90HB16	79.97
MT90HB16 SW	104.97
MT90HB16 WWW	100.97
MH90HB21 TT	97.97
REAR	**SALE**
MT90HB16	93.97
MT90HB16 SW	106.97
MT90HB16 WWW	111.97

SW = SLIM WHITE WALL
WWW = WIDE WHITE WALL
TT = TUBE TYPE

DUNLOP K491 ELITE II

FRONT	SALE
MT90HB16 TL	77.97
MT90HB16 TL RWL	88.97
100/90H18 TL	68.97
MR90H18 TL RWL	85.97
130/70HB18 TL	93.97
MM90HB19 TL	64.97
MM90HB19 TL RWL	67.97
REAR	**SALE**
140/90HB15 TL	91.97
MV85HB15 TL RWL	111.97
MT90HB16 TL	86.97
MT90HB16 TL RWL	97.97
MU90HB16 TL	91.97
MU90HB16 TL RWL	100.97
160/80HB16 TL	117.97
MT90HB17 TL	88.97
MT90HB17 TL RWL	97.97
110/90HB18 TL	78.97
120/90HB18 TL	77.97

DUNLOP GT501

FRONT	SALE
90/90 19 D606	55.97
100/90V16	65.97
120/80VB16	77.97
110/80VB17	79.97
110/90V18	73.97
100/80V19	76.97
REAR	**SALE**
130/90VB16	88.97
140/90V16	97.97
150/80VB16*	105.97
140/80VB17	107.97
150/70VB17	110.97
120/90V18	84.97
130/80V18	88.97

*BELTED

DUNLOP D207 GP-RACE

FRONT	SALE
120/70ZR17	139.97
REAR	**SALE**
170/60ZR17	176.97
180/55ZR17	174.97

AVON

AVON VENOM X

FRONT	SALE
MT90H16	94.97
MT90H16 WWW	102.97
150/80H16	106.97
100/90H18	83.97
120/90H18	89.97
130/70H18	105.97
100/90H19	73.97
100/90H19 WWW	89.97
110/90H19	76.97
80/90H21	76.97
MH90H21	78.97
MH90H21 WWW	91.97
REAR	**SALE**
140/90H15	98.97
150/90H15	129.97
150/90V15*	106.97
170/80H15	110.97
MT90H16	99.97
MT90H16 WWW	110.97
140/90H16	106.97
140/90H16 WWW	117.97
150/80H16	112.97
160/80H16	138.97

*V RATED FOR YAMAHA V-MAX

DUNLOP

DUNLOP D207 ZR

FRONT	SALE
120/60ZR17	84.97
120/70ZR17	83.97
130/70ZR16	82.97
REAR	**SALE**
160/60ZR17	101.97
170/60ZR17	104.97
180/55ZR17	109.97
190/50ZR17	144.97

DUNLOP CRUISEMAX

FRONT	SALE
130/90H16 RWL	89.97
130/90H16 BLK	83.97
130/90H16 WWW	81.97
120/90H18 RWL	83.97
100/90H19 RWL	62.97
110/90H19 RWL	73.97
80/90H21 BLK	73.97
REAR	**SALE**
140/90H15 RWL	83.97
140/90H15 BLK	77.97
150/90H15 RWL	85.97
170/80H15 RWL	96.97
140/90H16 RWL	83.97
140/90H16 BLK	85.97
140/90H16 WWW	102.97
150/80H16 RWL	100.97
150/80H16 WWW	100.97

AVON

AVON SUPER VENOM

FRONT AM20	SALE
100/90V16	72.97
110/90V16	79.97
120/80V16	79.97
110/90V18	83.97
REAR AM18	**SALE**
130/90V16	89.97
150/80V16	108.97
130/80V18	91.97
140/70V18	108.97
100/90V19	76.97

AVON AV27

FRONT	SALE
120/80ZR16	108.97
130/70ZR16	119.97
110/80ZR17	108.97
120/60ZR17	110.97
120/70ZR17	110.97
130/60ZR17	119.97
110/80ZR18	110.97

AVON AZARO

FRONT AV39	SALE
130/70ZR16	143.97
120/60ZR17	127.97
120/70ZR17	127.97
120/70ZR17 *	127.97

*CBR1100XX & GSXR1300 HAYABUSA FITMENT

REAR AV40	SALE
160/60ZR17	153.97
170/60ZR17	157.97
180/55ZR17	167.97
180/55ZR17 **	167.97
190/50ZR17	179.97
190/50ZR17 ***	179.97

**CBR1100XX FITMENT
***GSXR1300 HAYABUSA FITMENT

AVON AM22/AM23

FRONT AM22	SALE
120/70VB16	108.97
110/80VB18	111.97
REAR AM23	**SALE**
140/80VB16	142.97
160/80VB16	150.97
180/60VB16	165.97
200/60VB16	183.97
130/70VB18	128.97
150/70VB18	149.97
180/55VB18	175.97
200/55VB18	183.97

*FRONT OR REAR FITMENT

AVON

AVON AZARO

FRONT AV35	SALE
110/70ZR17	111.97
110/80ZR17	111.97
120/60ZR17	114.97
120/70ZR17	114.97
110/80ZR18	116.97
REAR AV36	**SALE**
160/80ZR16	133.97
140/80ZR17	127.97
150/70ZR17	133.97
160/60ZR17 (4.5"RIM)	139.97
160/60ZR17 (5.0"RIM)	139.97
160/70ZR17	155.97
170/60ZR17 (5.0"RIM)	143.97
170/60ZR17 (5.5"RIM)	143.97
180/55ZR17	151.97
190/50ZR17	163.97
160/60ZR18	135.97

BRIDGESTONE

BRIDGESTONE BT45 SPORT TOURING

FRONT	SALE
100/90H16	55.97
100/80H17	65.97
110/70H17	66.97
110/80H17	66.97
120/70H17	68.97
90/90H18	57.97
100/80H18	60.97
100/90H18	59.97
REAR	**SALE**
130/90H16	72.97
110/90H17	69.97
120/80H17	59.97
130/70H17	72.97
130/80H17	60.97
140/70H17	75.97
150/70H17	76.97
110/80H18	59.97
110/90H18	59.97
120/80H18	61.97
130/70H18	75.97
140/70H18	76.97
150/70H18	78.97

BRIDGESTONE SPITFIRE S11 SPORT-TOURING

FRONT	SALE
130/90H16	77.97
100/90H18	44.97
110/90H18	45.97
110/90H18 RWL	49.97
120/90H18 RWL	52.97
90/90H19	45.97
100/90H19	49.97
100/90H19 RWL	52.97
110/90H19	52.97
110/90H19 RWL	55.97
REAR	**SALE**
140/90H15 RWL	67.97
150/90H15 RWL	72.97
130/90H16	59.97
130/90H16 RWL	65.97
140/90H16 RWL	72.97
130/90H17	60.97
110/90H18	52.97
120/90H18	54.97
130/90H18	61.97

BRIDGESTONE BT010

FRONT	SALE
110/70ZR17 54W	71.97
120/60ZR17 55W	71.97
120/65ZR17 56W	72.97
120/70ZR17 58W	73.97
130/70ZR16 61W	71.97
REAR	**SALE**
150/60ZR18 67W	87.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
180/55ZR17 73W	94.97
190/50ZR17 73W	109.97
200/50ZR17 75W	112.97

HONDA CBR929RRPRICE

120/70ZR17 58W-FRONT	126.99
190/50ZR17 73W-REAR	143.99

BRIDGESTONE

BRIDGESTONE BT020

FRONT	SALE
120/60ZR17 55W	71.97
120/70ZR17 58W	73.97
110/80ZR18 58W	72.97
120/70ZR18 59W	77.97
REAR	**SALE**
150/70ZR17 69W	89.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
160/70ZR17 73W	93.97
180/55ZR17 73W	94.97
160/60ZR18 70W	94.97

BRIDGESTONE BATTLAX BT45 HIGH PERFORMANCE TIRE

FRONT	SALE
110/90V16	60.97
120/80V16	64.97
110/80V17	76.99
100/90V18	62.97
110/80V18	64.97
110/90V18	64.97
100/90V19	64.97
REAR	**SALE**
130/90V16	74.97
150/80V16	86.97
120/90V17	71.97
130/90V17	74.97

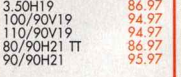
METZELER

METZELER ME88F/ ME88 MARATHON

ME88F FRONT	SALE
100/90H18	84.97
MARATHON REAR	**SALE**
200/70HB15	133.97
MU90HB16	108.97
130/90HB17	108.97

METZELER ME33 LASER

FRONT	PRICE
110/90V16	91.97
120/80V16	97.97
110/80V17	94.97
90/90H18	75.97
100/90V18	89.97
110/80V18	89.97
110/90V18	97.97
120/90HB18	84.97
3.25H19	90.97
3.25V19	78.97
3.50H19	86.97
100/90V19	94.97
110/90V19	94.97
80/90H21 TT	86.97
90/90H21	95.97



METZELER ME99A PERFECT

REAR	SALE
130/90V16	107.97
140/90V16	117.97
150/80V16	127.97
130/90V17	109.97
4.00V18	93.97
120/90V18	103.97
130/80V18	109.97

METZELER ME3/ME3Z3

ME3 FRONT	SALE
130/70ZR16	103.97
110/70ZR17	96.97
120/60ZR17	103.97
120/70ZR17	103.97
ME3 REAR	
150/60ZR17	126.97
160/60ZR17	128.97
170/60ZR17	131.97
180/55ZR17	133.97
190/50ZR17	155.97
ME3 RACING FRONT	
130/70ZR16	139.97
110/70ZR17	133.97
120/60ZR17	139.97
120/65ZR17	143.97
120/70ZR17	139.97
120/70ZR17 RS2	139.97
ME3 RACING REAR	
150/60ZR17	153.97
160/60ZR17	158.97
170/60ZR17 RS2	169.97
180/55ZR17	172.97
180/55ZR17 RS2	172.97
190/50ZR17	182.97

METZELER

METZELER ME880 MARATHON

FRONT	SALE
130/90H16	84.97
150/80H16	95.97
120/70VB17	86.97
120/80V17	89.97
150/80HR17*	131.97
110/90H18	101.97
120/90H18	88.97
130/70HR18	76.97
100/90H19	76.97
110/90H19	80.97
80/90H21	74.97
REAR	**SALE**
140/80HB15	107.97
140/90HB15	103.97
150/80VB15	109.97
150/90HB15	113.97
180/70HB15	119.97
130/90HB16	97.97
140/90HB16	107.97
150/80HB16	120.97
160/80HR16	135.97
180/70HR16*	148.97
140/80HB17	107.97
160/70VB17	108.97

*VALKYRIE REPLCMNT.

MEZ2 FRONT

	SALE
120/80ZR16	92.97
110/80ZR17	93.97
MEZ2 REAR	**SALE**
150/80ZR16	123.97
130/80HR17	118.97
140/80ZR17	119.97
170/60ZR18	138.97

METZELER ME55A METRONIC

REAR	SALE
130/90V16	112.97
150/80VB16 MBS	135.97
130/90V17	113.97
140/80VB17 MBS	125.97
140/80VB17 M.G*	125.97
150/70VB17	135.97
160/70VB17 MBS	140.97
120/90V18	108.97
130/80V18	114.97

*MOTO GUZZI FITMENT
MBS = METZELER BELTED SYSTEM

METZELER MEZ1 ME Z1 FRONT

	SALE
110/80ZR17	96.97
130/60ZR17	107.97
110/80ZR18	101.97
120/70ZR18	101.97
ME Z1 REAR	
150/60ZR18	133.97
160/60ZR18	135.97

METZELER MEZ4 ME Z4 FRONT

	SALE
120/60ZR17	100.97
120/70ZR17	100.97
120/70ZR17 (B)*	100.97
110/80ZR18	97.97
120/70ZR18	97.97

*REINFORCED BMW FITMENT

ME Z4 REAR	SALE
150/70ZR17	122.97
160/60ZR17	124.97
160/70ZR17	127.97
170/60ZR17	127.97
180/55ZR17	130.97
190/50ZR17	151.97
160/60ZR18	131.97

PIRELLI

PIRELLI DRAGON GT MTR03/04

FRONT MTR03 GT	SALE
120/80ZR-16	95.97
110/80ZR17	97.97
130/60ZR17	107.97
REAR MTR04 GT	
150/80ZR16	129.97

PIRELLI

PIRELLI DRAGON GTS MTR23/24

FRONT MTR23	SALE
120/60ZR17	104.97
120/70ZR17	104.97
110/80ZR18	102.97
120/70ZR18	102.97
REAR MTR24	**SALE**
150/70ZR17	127.97
160/60ZR17	130.97
160/70ZR17	133.97
170/60ZR17	134.97
180/55ZR17	136.97
190/50ZR17	158.97
160/60ZR18	137.97

PIRELLI DRAGON MTR02 RADIAL

REAR MTR02	SALE
150/60ZR18	139.97
200/50ZR17 CORSA	194.97

PIRELLI MT09/08 MATCH SPORT TOURING BIAS PLY

FRONT MT09	SALE
110/90V16	78.97
120/80VB16	83.97
110/80V17	78.97
120/70VB17	83.97
100/90V18	82.97
110/80VB18	87.97
110/90V18	83.97
100/90V19	84.97
REAR MT08	
130/90V16	104.97
150/80VB16	113.97
130/80VB17	104.97
130/90V17	107.97
140/80VB17	108.97
150/70VB17	111.97
120/90V18	102.97
130/80V18	106.97
140/70VB18	108.97
150/70VB18	99.97

PIRELLI MT 69/68 STRADA

FRONT MT69	SALE
100/90H16	62.97
90/90H18	62.97
100/90H18	65.97
3.25H19	64.97
REAR MT68	
120/90H16	71.97
130/90H17	79.97
110/90H18	70.97
120/80H18	72.97
4.00H18	74.97
120/90H18	74.97

PIRELLI

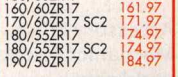
PIRELLI MTR21 EVO

FRONT	SALE
130/70ZR16	107.97
110/70ZR17	100.97
120/60ZR17	107.97
120/70ZR17	107.97
REAR MTR22 EVO	
150/60ZR17	130.97
160/60ZR17	135.97
170/60ZR17	137.97
180/55ZR17	140.97
190/50ZR17	162.97
FRONT MTR21C EVO CORSA RACING	
130/70ZR16	140.97
110/70ZR17	135.97
120/60ZR17	140.97
120/65ZR17	145.97
120/70ZR17	140.97
120/70ZR17 SC2	140.97

SC2 = SUPER CORSA/SPECIAL RACING

REAR MTR22C EVO CORSA RACING	
150/60ZR17	156.97
160/60ZR17	161.97
170/60ZR17 SC2	171.97
180/55ZR17	174.97
180/55ZR17 SC2	174.97
190/50ZR17	184.97

MICHELIN



MICHELIN PILOT RACE/ PILOT RACE SOFT FRONT PILOT RACE

120/70ZR-17	167.99
REAR PILOT RACE	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99
FRONT RACE SOFT	
120/70ZR-17	167.99
REAR RACE SOFT	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99

MICHELIN PILOT SPORT

FRONT	PRICE
130/70ZR-16	112.99
110/70ZR-17	107.99
120/60ZR-17	108.99
120/65ZR-17	111.99
120/70ZR-17	111.99
120/70ZR-17 YR1	112.99
REAR	**PRICE**
150/60ZR-17	128.99
160/60ZR-17	129.99
170/60ZR-17	136.99
180/55ZR-17	146.99
190/50ZR-17	150.99
190/50ZR-17 YR1	185.99
200/50ZR-17	183.99

MICHELIN

MICHELIN MACADAM 50

FRONT	PRICE
110/90V16	77.99
120/70V16	79.99
110/80V17	79.99
120/70V17	84.99
110/80V18	78.99
110/90V18	84.99
90/90H18	73.99
100/90H18	75.99
100/90V18	79.99
100/90V19	79.99
REAR	**PRICE**
150/90V15	73.99
130/90V17	96.99
150/80V16	100.99
150/70H17	95.99
160/70V17	120.99
140/80V17	101.99
130/70H17	87.99
130/90V17	95.99
130/70H18	86.99
130/80V18	97.99
110/90H18	77.99
120/90H18	87.99
120/90V18	91.99

MICHELIN MACADAM 90X SPORT RADIAL

FRONT	PRICE
120/80ZR-16	89.99
110/70ZR-17	85.99
110/80ZR-17	86.99
120/60ZR-17	89.99
120/70ZR-17	89.99
130/60ZR-17	89.99
110/80ZR-18	87.99
120/70ZR-17	90.99
130/70ZR-17	87.99
110/70ZR-17	87.99
REAR	**PRICE**
150/80ZR-16	113.99
150/70ZR-17	105.99
160/60ZR-17	109.99
170/60ZR-17	112.99
180/55ZR-17	118.99
160/60ZR-18	108.99
150/70ZR-18	110.99
190/55ZR-17	136.99

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50	54.99	$40.97
100	64.99	$47.97
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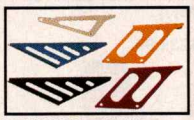

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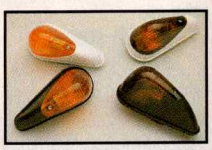
REG. 40.99 **SALE $36.97**

MARKER LIGHTS FLUSH MOUNT I

FROM $12.99

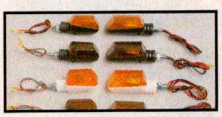


MARKER LIGHT FLUSH MOUNT II WITH LENS

FROM $16.99

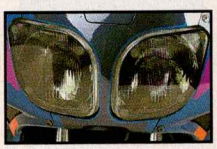
MARKER LIGHT FLUSH MOUNT III WITH FULL LENS

$12.99



MARKER LIGHTS SHORT STALK STYLE

SHORT STALK I	$10.99
SHORT STALK II	$12.99



LP LIGHT LIDS

CLEAR/SMOKE	$17.99
AMBER	$27.99

CBR MIRROR

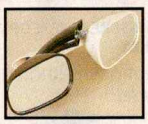
$26.99 EACH

ZX MIRROR

$26.99 PAIR

CARBON LOOK F-1 MIRROR- PAIR

CARBON BLACK	$53.99
CARBON LOOK BLK OR WHT	$26.99 $20.99



COWL MIRROR

$24.99 EACH

YZF MIRRORS

$26.99 PAIR

GSXR MIRROR

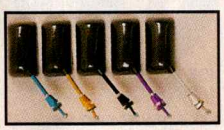
CONE STYLE-**EA** **$12.99**
LATE STYLE-**PR** **$26.99**

NINJA MIRROR

$12.99 EACH

BAR-END MIRROR

$21.99 EACH



FORMULA RACE CARBON MIRRORS

$53.99 PAIR

SAFETY WIRE

$12.99

SAFETY WIRE PLIERS

$29.99

KRYPTONITE BARBED WIRE WITH EV DISC LOCK

REG. 71.70 **SALE $39.97**

BIEFFE

BIEFFE AIRTECH HELMET

SNELL 95 AND DOT APPROVED
Y2 RED/BLK/PURP/SIL SHOWN
WHT OR BLK:
REG. 104.99 **SALE $98.97**
MULTI:
REG. 109.99 **SALE $104.97**

BIEFFE GPR HELMET

SNELL 95 AND DOT APPROVED
BIAGGI SHOWN
WHITE **$260.99**
REPLICAS **$309.99**

BIEFFE PREDATOR HELMET

SNELL 95 AND DOT APPROVED
REG. 219.99 **SALE $202.97**

BIEFFE B8 HELMET

SNELL 95 AND DOT APPROVED
K1 WHT/BLUE/BLUE SHOWN
REPLICA:
REG. 124.99 **SALE $115.97**
MULTI:
REG. 99.99 **SALE $78.97**
WHITE:
REG. 89.99 **SALE $71.97**

O'NEAL ST-899 HELMET

SNELL 95 AND DOT APPROVED
RD/BLK SHOWN
REG. 152.99 **SALE $99.97**

MOTION PRO MERCURY CARBURETOR SYNCHRO TUNERS

$64.99

OCELOT DELUXE HELMET BAG

BLACK **$15.99**

THH

THH T-793 HELMET

SNELL APPROVED
BLACK/RED SHOWN
MULTI **$106.99**
SOLID **$89.99**

THH T-888 CLASSIC HELMET

DOT APPROVED
$64.99

THH T-380 HELMET

DOT APPROVED
$39.99

SHOEI SYNCROTEC HELMET

DOT APPROVED
BLACK SHOWN
WHT OR BLK **$388.99**
COLORS **$399.99**

SHOEI TZ-1 GRAPHICS

SNELL 2000 AND DOT APPROVED
TC-5 BLU/WHT/RED SHOWN
GRAPHICS **$352.99**
METALLICS **$275.99**
SOLIDS **$260.99**

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AGVSPORT

AGV RAGE JACKET

BLK/GRY/GUN SHOWN

REG.289.99 **SALE:$239.97**

AGV IMOLA JACKET

BLK/YEL/GUN/WHT

REG.249.99 **SALE: $209.97**

AGV SPORT 2 JACKET

WHT/BLU/BLK SHOWN

REG.229.99 **SALE: $189.97**

AGV RIDER JACKET

REG.159.99 **SALE: $129.97**

DAINESE MAX 1 JACKET

RED/BLACK

$286.99

DAINESE TATTOO JACKET

BLK/WHT SHOWN

FROM $614.96

JOE ROCKET

JOE ROCKET TAHOE JACKET (MENS)

BLACK SHOWN

$309.99

JOE ROCKET BALLISTIC 3.0 JACKET

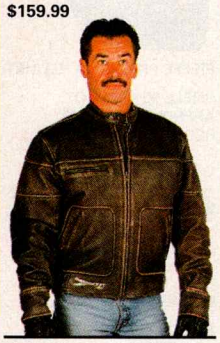
BLK/BLU/GRY SHOWN

$229.99

JOE ROCKET REFLEX JACKET

BLACK SHOWN

$159.99



JOE ROCKET V-SPORT JACKET

ANTIQUE BRN SHOWN

$389.99

DAINESE

DAINESE EYES JACKET

GREY SHOWN

$339.99

JOE ROCKET HARD DRIVE JACKET

BLACK/GOLD SHOWN

$309.99

JOE ROCKET METEOR 3.0 JACKET

BLK/ORG/WHT SHOWN

$189.99

JOE ROCKET ATOMIC JACKET

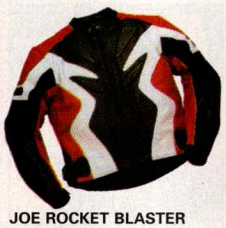
BLK/RD/WHT SHOWN

$129.99

JOE ROCKET MONTEREY JACKET

BLACK ONLY

$259.99



JOE ROCKET BLASTER JACKET

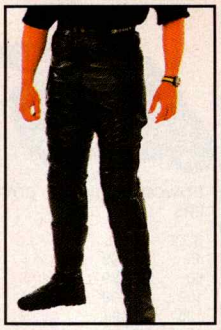
BLK/RD/WHT SHOWN

$289.99

JOE ROCKET ROCKET 88 JACKET

BLK/CHRY /CRME SHOWN

$439.99



JOE ROCKET BLASTER PANT

$239.99

JOE ROCKET BULLDOG PANT

$339.99

JOE ROCKET SONIC JACKET

BLK/CHECKER SHOWN

$289.99

JOE ROCKET SPEEDMASTER JACKET

YEL/BLK/CHRM SHOWN

$439.99

JOE ROCKET SPEEDWAY JACKET

BLACK SHOWN

$389.99

ELITE RAINSUIT

PANT- **$26.99**

JACKET- **$44.99**

ELITE NOMEX® RAINSUIT PANT

WITH HEAT SHIELD PANELS

$49.99

JOE ROCKET BALLISTIC 3.0 (MENS) PANT

$139.99

JOE ROCKET JEAN (MENS & WOMENS) PANT

$89.99

AGV CARBON 7 PRO GLOVE

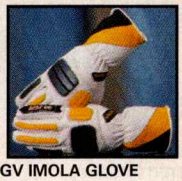
WHT/RD/ BLK SHOWN

REG. 94.99 **SALE: $79.97**

AGV PRISMA GLOVE

WHT/RD/BLK SHOWN

REG. 99.99 **SALE: $69.97**



AGV IMOLA GLOVE

WHT/YEL/GUN SHOWN

$44.99

02: AGV CORSA 2 GLOVE

BLK/PURP/YEL SHOWN

$34.99

AGV RAGE GLOVE

WHT/BLU/BLK SHOWN

REG. 27.99 **SALE: $24.97**

BUSE CARBONTEC GLOVE

BLACK/BLUE SHOWN

$189.99

JOE ROCKET V-SPORT GLOVE

BLK/CREME SHOWN

$48.99

JOE ROCKET HIGHSIDE GLOVE

YEL/BLK SHOWN

$48.99

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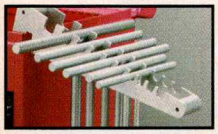
UNIVERSAL VISTA CRUISE

$25.99

Motion Pro



MOTION PRO T-HANDLE TOOL RACK

$24.99

T-HANDLE WRENCHES

$29.99

LP LOCKHART PHILLIPS USA

LP GLASMASK TANK TOP

FULL- **$40.99**
HALF- **$31.99**
EMBROIDERED- **$35.99**
CARBON LOOK- **$44.99**

TOUR MASTER CORTECH SADDLEBAG

BLACK
$139.99

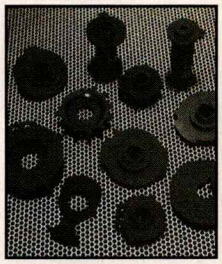
TOUR MASTER CORTECH TAILBAG

BLACK
$76.99

TOUR MASTER NYLON SLANT SADDLEBAGS

LARGE-**$71.99**
XLARGE-**$80.99**

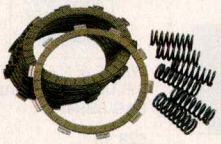
VANCE & HINES



VANCE & HINES IGNITION ADVANCERS

FROM $42.96

EBC



EBC STREET RACER CLUTCH KIT

FROM $39.99

national cycle

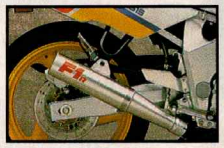
NATIONAL CYCLE PLEXIFAIRING™ 3

FROM $97.99

NATIONAL CYCLE PLEXISTAR 2

FROM $97.99

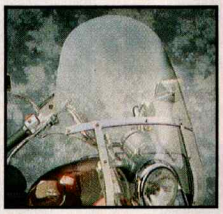
COBRA



COBRA SUPERBIKE MUFFLER

F1- **$149.99**
F1R- **$204.99**

national cycle



NATIONAL CYCLE TOURING HEAVY DUTY™ WINDSHIELD

$142.99

NATIONAL CYCLE RANGER HEAVY DUTY™ WINDSHIELD

FROM $113.99

NATIONAL CYCLE STREET SHIELD

FROM $73.99

NATIONAL CYCLE DEFLECTOR SCREEN

FROM $50.99

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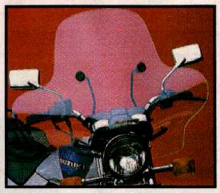

SLIP STREAMER III® S-03 'THE ORIGINAL'

FROM $99.99

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SLIP STREAMER HELLFIRE SS-24

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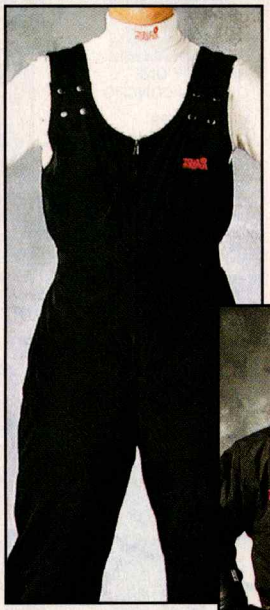


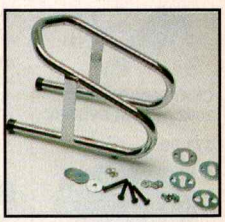
TOUR MASTER®

TOUR MASTER SPORT TOURING JACKET & PANTS

JACKET- BLACK
$116.99
PANTS- BLACK
$107.99

HEADLIGHT BULBS

YELLOW H4 12V 60/65W
$11.99
GOLD H4 12V 60/55W
$18.99
BLUE H4 12V 60/55W
$16.99
ULTRA WHT H4 12V 60/55W
$15.99
ALL WEATHER H4
$14.99



POP CHOCKS

SECURES MOTORCYCLE FOR TRAVEL
$38.99

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$29.99

TROY LEE STREET PEAK

$21.99

SALE

BATTERY TENDER PLUS

REG. 52.99

SALE $34.97

KRYPTONITE

SALE

KRYPTONITE BARBED WIRE W/EV DISC LOCK

REG. 51.99

SALE $39.97

XENA ALARM DISC LOCK

YELLOW $49.99

CHROME $56.99

KRYPTODISCO DISC LOCK

YELLOW $13.99

CHROME $15.99

CHATTERBOX HJC-2002 ALARM SYSTEM

$71.99

CHROME GEAR LEATHER KIDNEY BELT

$56.99

HIGHWAY ONE TRADITIONAL JACKET

SM-LG $104.99

XL-XXL $113.99

HIGHWAY ONE OUTLAW CONCHO VEST $66.99 CHAPS $123.99

HIGHWAY ONE TRADITIONAL CHAPS

$104.99

SALE

HIGHWAY ONE LEATHER DUSTER

REG. 237.99

SALE $179.99

SALE

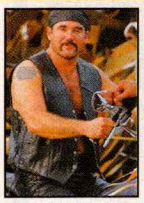
DOWCO GUARDIAN COVERS

SIZE	REG.	SALE
45	52.99	$36.97
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97

TRAVELCADE GEL CUSHION

SMALL $48.99

LARGE $58.99



HIGHWAY ONE LACED VEST

$66.99

HIGHWAY ONE LADIES FRINGED VEST

$47.99

HIGHWAY ONE WEATHERED ANTIQUE JACKET

FROM $113.99

HIGHWAY ONE BUFFALO NICKLE LACE VEST

FROM $142.99

HIGHWAY ONE ROUTE 66 JACKET

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CHROME GEAR LEATHER CHP JACKET

FROM $303.99

SALE

SRS TOURING JACKET

REG. 249.99

SALE $179.97

SALE

SRS CRUISER JACKET

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VR-1 CHOPPER GERMAN STYLE HELMET

DOT APPROVED

$49.99

BIEFFE DGM HELMET

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$84.99

THH T-67 BEANIE HELMET

DOT APPROVED

BLK $34.99

CHROME $39.99

THH T-5 HELMET

DOT APPROVED

$36.99

THH T-7 HELMET

DOT APPROVED

$49.99

SHOEI ST-CRUZ HELMET

DOT APPROVED

$122.99

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FROM $60.99

NATIONAL CYCLE HEAVY DUTY WINDSHIELD

$142.99

NATIONAL CYCLE BEADED WINDSHIELD

$163.99

TOURMASTER SISSY BAR TOOL BAG

CLASSIC $34.99

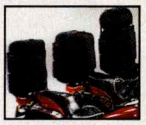
RIVET $39.99

CDL ORIGINAL NON-EXPANDING T-BAG

$110.00

CDL LONE STAR T-BAG

$199.95



CDL EXPANDABLE T-BAG

$145.00

CDL UNIVERSAL EXPANDABLE

$160.00

CDL DAYPACK/ BACKPACK

$99.00

Willie and Max

WILLIE & MAX BLACK MAGIC SADDLEBAG SB708

$104.99

WILLIE & MAX BLACK MAGIC SISSY BAR BAG SBB411

$34.99

WILLIE & MAX BLACK MAGIC TOOL POUCH TP282

$34.99

WILLIE & MAX FLEETSIDE SLANT SADDLEBAG

$109.99

WILLIE & MAX DELUXE SISSY BAR BAG SBB451

$28.99

WILLIE & MAX STANDARD BRAIDED SADDLEBAG SB230

$64.99

1946 STYLE GENUINE LEATHER SADDLE BAGS

NO FRINGE $436.96

W/FRINGE $474.96

POLISHED ALUMINUM SKULL LIC. PLATE FRAME

$37.95

MIRAGE MIRRORS SLOTTED (SET)

$63.60

NELSON-RIGG

NELSON RIGG STORM RIDER PANT & JACKET 2 PIECE RAINSUIT

$34.99

PRO GRIP SKULL GRIP

$11.99

PRO GRIP BILLET ALUMINUM GRIPS

$45.99

CHROME AND RIBBED RUBBER HANDLEBAR GRIP SET

$23.70

SOFT TOUCH GRIP SET

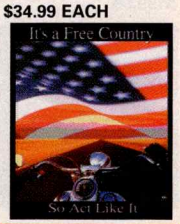
$19.90

FLAMED LEATHER GRIP COVERS W/FRINGE

$42.70

CUSTOM CHROME DIE CAST MIRRORS

$34.99 EACH



IRON CORE T-SHIRTS

M-XL	$22.95
XXL	$24.95
XXXL	$25.95

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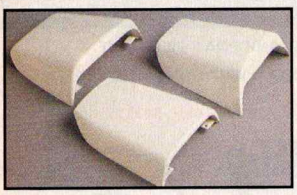
OLYMPIA SPORTS

OLYMPIA #180 MONSOON GLOVES

$35.99

OLYMPIA #206 RACER III

$31.99



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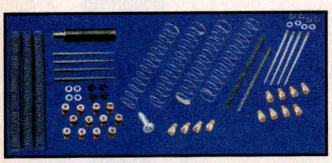

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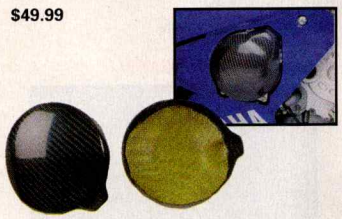

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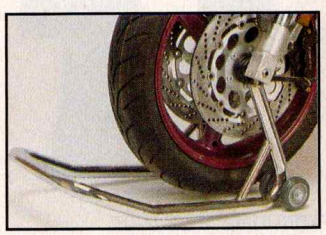

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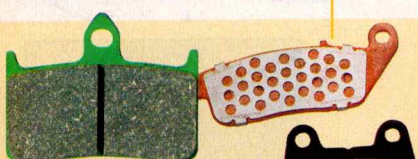

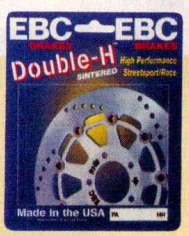

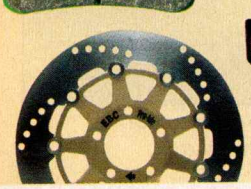

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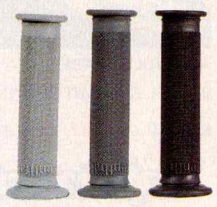

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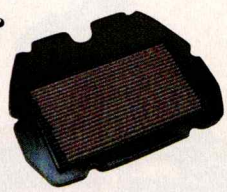

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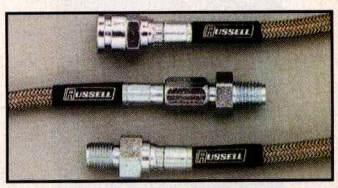

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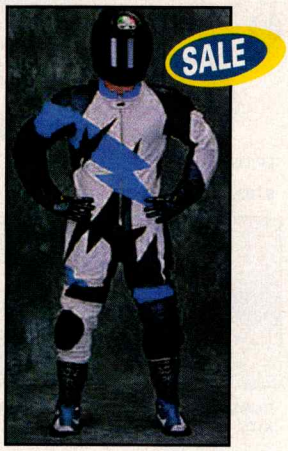

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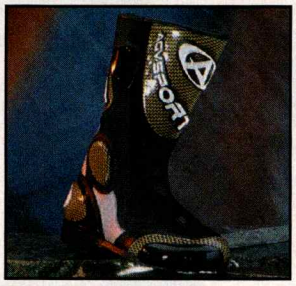

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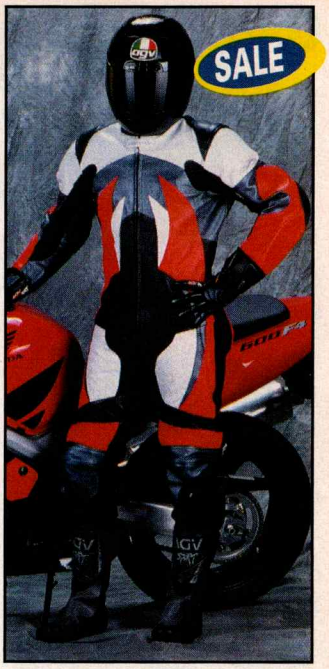

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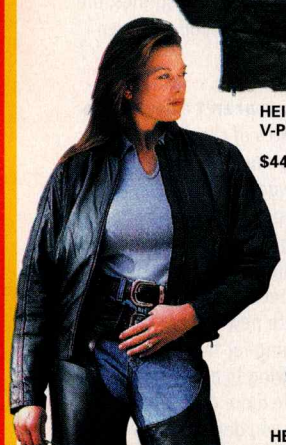

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the real world

Edited By Marc Cook

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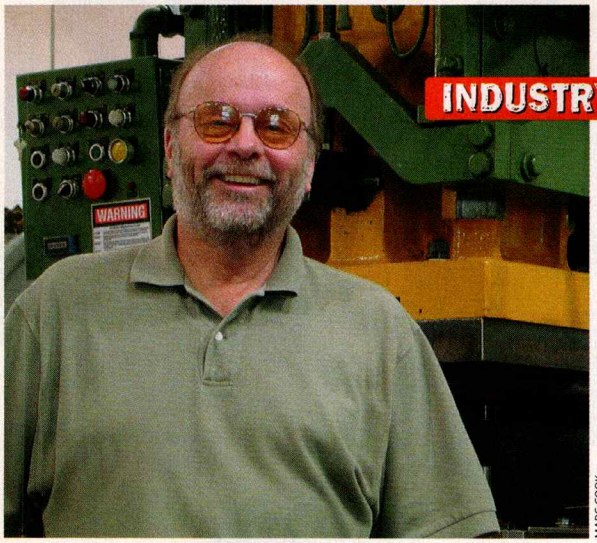
Ten Things You Didn't Know About: Clutches

Getting a plateful from Barnett's Mike Taylor



MARC COOK

Clutches don't last forever. The most common question I get asked is: How long should my clutch last? The honest answer is that you can't tell. There are too many variables in bike design, horsepower, rider's skill and application. I've talked to guys who have 80,000 miles on a street-bike clutch and I've talked to guys who have only 80 miles on a clutch at the dragstrip. So there's no single answer to the question.

Oil choices aren't critical but do have ramifications. We don't recommend any specific oil. I usually say to go with the OEM recommendation. Oil in a wet clutch is not to lubricate the plates, it's to cool them. Synthetics are here to stay and are fine for our clutches, but with their extra lubricity, synthetics will often reduce the life of the clutch. But since synthetics do a better job in the rest of the engine, they remain a good choice.

Plates don't get thinner when they wear, they just get slippery. These days, with modern friction-plate materials, clutches don't wear out by the fiber plates getting thinner. Instead, through use and abuse, the fiber surface becomes work-hardened to the point that it's not flexible enough to provide the proper level of friction. This is also why you'll notice a clutch that's about to go off will have its engagement point moved right to the end of the lever travel, and this engagement will take place over a much shorter lever span than before. The clutch becomes abrupt and difficult to engage smoothly. This is a clutch telling you it's about ready to quit.

Don't change from petroleum to synthetic oil with a high-mileage clutch. I've heard this often: A guy will call and say his clutch just started slipping, and I'll discover that he's changed from mineral to synthetic oil. That's the culprit. Because of the extra lubricity of synthetic oil, a clutch that has just enough friction in the friction plates on regular oil will suddenly not have enough with synthetics. We recommend that if your bike is using regular oil, you should stick with it.

Clutches like a light-viscosity oil. Because the oil is there to cool (not lubricate) the clutch, the clutch needs as light an oil as the rest of the engine can handle to promote good flow and to prevent cold sticking. In the end, though, I say to use any oil you're comfortable using but keep it clean. It's cheap insurance.

Don't blame the clutch until you've checked the rest of the system. Ideally, when diagnosing clutch problems, you'd be able to inspect the clutch itself before deciding to buy new plates. Often, a slipping or dragging clutch is the result of an actuator problem. Cables stretch and actuating cams can run dry. In hydraulic systems, check to see if there's air in the system and remember to replace the fluid on the same schedule as you would the brakes'. When you decide to use heavy-duty springs, the condition of the actuating mechanism is even more critical.

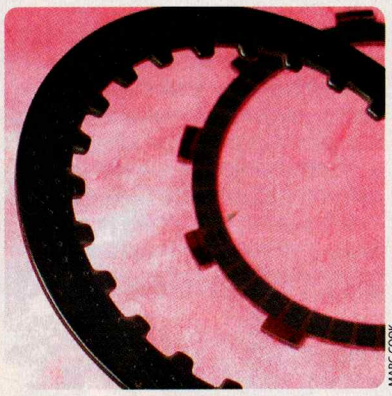
Heavier clutch springs aren't always the answer. One of the myths of clutches is: If it doesn't work, just throw more spring pressure in it. That's not necessarily good advice. Unless your bike is significantly hopped-up, there's no reason the stock-rate clutch springs aren't up to the job. Don't misunderstand this issue. It's possible that the stock springs have become weak, but you should replace them with new same-rate items before automatically going for the high-rate springs. More often, moving to a heavy-duty spring set just makes life more difficult for the rest of the system. Also, you don't need to install all of the high-rate springs at the same time. For many kits, we offer high-rate coil springs as an option. If your bike has an even number of springs, you can choose to alternate the regular-rate springs with the higher-rate versions to achieve a total rate approximately halfway between the two. For many applications, this will allow you to get sufficient clamping force to prevent slippage without excessive lever effort.

You don't need to soak the plates forever before installation. I hear from the guys who are restoring old British bikes, which originally had cork inserts on the friction plates. They'll say they soak the friction plates for a day or more; one guy told me he'd soaked them for a week! For our clutches, we say five to 10 minutes in our guidelines, but even one minute will do. You are just getting them wet before they go in. You don't want to start the engine with the plates part wet and part dry, but it's not necessary to have them totally saturated, either.

Clutch installation is pretty easy, but takes care. Take everything out with care and be sure you know how it all goes together. Do a visual inspection looking for stress cracks and wear, especially in the cast-aluminum pieces. Look for excessive wear on any of the surfaces that rub against the clutch plates in the inner hub, outer plate or basket. Look for excessive notching where the fiber plates meet the slots in the basket. Spray the area with contact cleaner, wipe it dry and check it closely.

Diaphragm-spring clutches require special care. The height of the clutch pack is a lot more critical with a diaphragm spring than with coil springs. Coil springs are somewhat self-compensating, but a diaphragm spring has much less tolerance because it has significantly less "throw" than common coil springs. You really have to install this kind of clutch by the numbers.

—Mike Taylor



MARC COOK

BLUE BY YOU Here's why you don't continue to ride with a slipping clutch. This steel plate is *supposed* to be silver, but excessive heat has turned it blue and made it anything but flat. Catching a dying clutch early means you'll be able to salvage the steel-driven plates and replace only the fiber drive plates, which will save you money. In a pinch, you could buff blued steel plates (assuming they're still flat, which this one isn't) with ScotchBrite and return them to service.

Smart Money

KAWASAKI ZX-7R, 1996–2000

- **Cheer: Will hang with the best (with properly twiddled suspension)**
- **Jeer: Road-hugging weight (83 pounds heavier than the latest GSX-R750)**
- **Verdict: A quality piece of sporting gear at a bargain price**

KEVIN WING

We know. The weight of the ZX-7R seems more appropriate for a sport-tourer than a superbike, and the current version has been with us since 1996, which means it's 117 in sportbike years. So what? Once you get the fidgety suspension dialed in, the reliable 7R is a terrific sporting tool for real-world roads. With prices ranging from $5380 to $7900 ($7400 for the ultratrick 1996 ZX-7RR homologation special), this is an ideal sportbike for a serious rider on a budget.

YAMAHA FZR600, 1989–1999

- **Cheer: Reliable, strong-performing bike with lots of hop-up potential**
- **Jeer: Cheap suspension lets rest of excellent chassis down**
- **Verdict: If you find one that hasn't been thrashed, it's a great step-up bike**

WES ALTISON

Spartan by today's standards and totally eclipsed performancewise by current 600s, the FZR nonetheless ruled the 600cc sportbike class in its day. The same attributes that helped it dominate the middleweight class still make it fun to ride. Lots of parts and know-how are available to remedy any problem you may encounter with one. An example in good shape would make a great step-up from a beginner's bike, provided the ergos aren't too cramped for you. Prices run between $2100 and $4700, depending on the year.

HONDA VF500F INTERCEPTOR, 1984–1986

- **Cheer: Compact size, good brakes plus fine chassis equal superb handling**
- **Jeer: Early engine failures forced recall that soiled bike's reputation**
- **Verdict: A minor classic and a great sportbike**

Even by current standards, Honda's VF500F Interceptor is a good sportbike. In 1984 it was a *great* one; well-rounded, too, with comfortable ergonomics that didn't hinder racetrack performance much. The VF500F is one of the few motorcycles that handled well with the then-popular 16-inch front wheel; today tire choices are limited, though. Crankshaft failures proved a problem on early models. A good used example is tough to find these days, but will fetch between $1450 and $1600.

Thanks to Lewis and Barb Lakey of Roy's Repair in Minneapolis, MN, for the technical advice. Used prices are from the AMA Official Motorcycle Value Guide, and reflect full retail value for original or reconditioned, well-maintained motorcycles.

MARC COOK

BMW R1150GS

Halfway to 10K, holding up fine

- *Ringleader:* **Cook**
- *MSRP:* **$14,190 (2000)**
- *Miles:* **4800–5800**
- *Average Fuel Mileage:* **44 mpg**
- *Modifications:* **Two Brothers titanium cat-eliminator exhaust, Penske shocks, BMW System Cases**

AS MILES ROLL UNDER THE BMW'S BRIDGESTONE Trail Wing radials, the sturdy German has proven reliable and, if you can say such a thing, tolerant of all my modifications and benign neglect. (More on the modifications soon, as we launch a regular project-bike section.) The bike is nearing the scheduled 6000-mile service, which entails, among other things, an oil and filter change, a check of brake and clutch fluids, valve-clearance adjustment, and a general inspection. BMW wants you to spend quality time with your dealer, so it specifies a service at 6000 miles, then an inspection at 12,000 miles, which adds replacement of the air filter and fluids in the gearbox and final drive to the list. Plus there's an annual inspection, calling for replacement of the brake fluid (the clutch system gets it every other year).

LONG-TERM

Certainly more interesting is that the bike is telling me that the 6000-mile service is due. Once warm, you'll hear the pitter-patter of little pushrods. The valve train is pretty tolerant of yawning clearances, but I'm not. Also, the bike is beginning to show the classic signs of the throttle bodies coming out of sync; there's a midrange vibration that shows up under light throttle that's not normally present. Although the front brake pads have plenty of meat on them, I've been noticing a degradation of power and feedback. We'll have the annual inspection done a bit early and see if that helps.

Otherwise, life with the GS is what you'd expect. I still hate the switchgear. It's worse with the new-generation Beemers because you can't adjust the lever and switch angles on the bar independently, and the one that's right for the levers is wrong for the switches. The spoke wheels are a bear to clean—hey, you missed a spot there, Denny. And I eagerly await a new Givi windshield that should solve the helmet-buffeting problems of the stock shield.

The GS's wide-open ergonomics haven't garnered universal praise around here, but they've saved me in a big way. After tossing a friend's SV650 down the road, I was left for a couple of weeks with a stiff knee. Put the seat to the highest position, scoot back against the passenger perch, and. . . look here. . . I can actually get my foot to the peg. —*M.C.*

BMW thumbed its nose at convention with its switchgear, thereby making the simple act of changing lanes a fine challenge.

BUELL S3T

- *Ringleader:* **Holmstrom**
- *Miles:* **9900–10,400**

DARWIN HOLMSTROM

The Buell has been running properly for a grand total of two days in the last month. The latest problem seems to be a fuel-delivery glitch. At first I suspected a fried fuel pump, but it now looks more serious, something on the order of a total ignition-system failure. Current plans call for a trip back to Milwaukee where the problem should be fixed. New engines seem to help some. Woe is the Buell owner out of warranty. —*D.H.*

HARLEY-DAVIDSON ELECTRA GLIDE STANDARD

- *Ringleader:* **Smith**
- *Miles:* **8300–9200**

A rear tire squaring off from freeway wear sent the McQuide Glide into the shop, so we went ahead and had the 10,000-mile service done a tad early. Fresh plugs improved the now-and-then low-speed misfire. Bleeding the front brake firmed up the lever, and check/adjusts to the cables, clutch, primary chain and final-drive belt tightened up the feel overall. —*K.S.*

HONDA CBR929RR

- *Ringleader:* **Carrithers**
- *Miles:* **5000–5422**

KEVIN WING

After stretching the throttle cable like a cheap guitar string for 133.5 miles of Willow Springs, the only casualties were two Michelin Pilot Sport radials that served well before giving their all. Bridgestone BT010R rubber goes on next month. What else? Despite Honda's 929RR recall for suspected clutch trouble, our drivetrain remains flawless. The next scheduled service is at 8000 miles, so stay tuned. —*T.C.*

TRIUMPH TT600

- *Ringleader:* **Boehm**
- *Miles:* **4100–4300**

KEVIN WING

Not much additional mileage, but several points to be made. The TT cleans up nicely after being ridden in the rain, though the black surfaces (frame) don't like citrus-based cleaners. Checking the oil level is difficult (the bike's gotta be vertical and the dipstick must be screwed all the way in), the throttle cable has excessive play and the adjusters are already maxed, and there's just 17 miles of range once the fuel light goes on. Don't ask how we know that. —*M.B.*

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2001 Suzuki GSX-R750 / 2,000 miles

Starting bid:	**$3,499**
Engine:	In-line 4 Cylinder
Displacement:	749 CC
Stroke:	4 Stroke
Bore & Stroke:	72.0 x 46.0 mm.
Comp. Ratio:	12.0:1
Fuel System:	Electronic Fuel Injection
Lubrication:	Wet-sump
Cooling:	Liquid

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2001 Suzuki GSX-R750 / 2,000 miles

Starting bid:	**$3,499**
Engine:	In-line 4 Cylinder
Displacement:	749 CC
Stroke:	4 Stroke
Bore & Stroke:	72.0 x 46.0 mm.
Comp. Ratio:	12.0:1
Fuel System:	Electronic Fuel Injection
Lubrication:	Wet-sump
Cooling:	Liquid

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2001 the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
APRILIA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
RSV Mille R	$16,799	sport	l/c 8v 998 V-twin	6/chain	407	32.5	56.2	23.5-25.5/87-107	5.0
RSV Mille	$13,899	sport	l/c 8v 998 V-twin	6/chain	416	32.5	55.2	24.5/95	5.0
SL1000 Falco	$11,299	sport	l/c 8v 998 V-twin	6/chain	418	32.1	55.2	24.5/100	5.3
RS250 Challenge	$8569	sport	l/c 2st 249 V-twin	6/chain	295	33.0	53.7	25.5/102	5.0
RS50	$3549	sport	l/c 2st 50 V-twin	6/chain	196	31.9	50.4	24.0/102	3.4
RST1000 Futura	$12,999	sport-touring	l/c 8v 998V-twin	6/chain	463	32.3	56.5	26.9/102	5.5
ETV1000 CapoNord	$11,999	dual-sport	l/c 8v 998 V-twin	6/chain	474	32.3	61.4	27.9/129	6.6
Pegaso 650 i.e.	$7877	dual-sport	l/c 5v 652 single	5/chain	386	31.9	58.1	28.7/115	NA
BMW 300 CHESTNUT RIDGE ROAD WOODCLIFF LAKE, NJ 07675; 201/307-4000 WWW.BMWUSA.COM									
K1200LT	$16,990	touring	l/c 16v 1171 inline-four	5/shaft	834	30.3	64.3	26.8/NA	6.1
K1200RS	$16,700	sport-touring	l/c 16v 1171 inline-four	6/shaft	628	30.3	61.0	22.3/124	5.5
R1100RT	$15,990	sport-touring	a-o/c 8v 1085 opposed-twin	5/shaft	563	30.7	58.5	27.2/122	6.6
R1200C Euro	$15,100	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1200C	$14,500	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1150GS	$14,500	dual-sport	a-o/c 8v 1130 opposed-twin	6/shaft	530	33.1	59.4	27.1/114.3	5.5
F650GS	$8100	dual-sport	l/c 4v single	5/chain	425	30.7	58.5	28.1/113	4.4
R1100S	$13,990	sport	a-o/c 8v 1085 opposed-twin	6/shaft	504	29.9	58.2	25.0/100	4.8
R1150R	NA	standard	a-o/c 8v 1170 opposed-twin	6/shaft	525	31.5	58.5	27.0/127	5.4
BUELL 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-8400 WWW.BUELL.COM									
Thunderbolt S3/S3T	$11,995	sport-touring	a/c 4v 1203 V-twin	5/belt	450	29.5	55.0	24.5/97	5.4
Lightning X1	$10,695	sport	a/c 4v 1203 V-twin	5/belt	440	29.5	55.0	23.0/89	4.6
Cyclone Low/M2	$8995	sport	a/c 4v 1203 V-twin	5/belt	435	29.5	55.0	24.5/97	5.0
Blast!	$4395	standard	a/c 2v 492 single	5/belt	360	27.5	55.3	25.0/86	2.8
CAGIVA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.CAGIVAUSA.COM									
Gran Canyon	$8995	dual-sport	a/c 4v 904 V-twin	6/chain	458	33.2	59.8	27.5/91	5.3
DUCATI 237 WEST PARKWAY POMPTON PLAINS, NJ 07444; 973/839-2600 WWW.DUCATIUSA.COM									
996R	$28,000	sport	l/c 8v 998 V-twin	6/chain	407	31.1	55.5	23.5-24.5/91-97	4.4
996S	$21,495	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
996	$16,795	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
748/748S	$12,795	sport	l/c 8v 748 V-twin	6/chain	423	31.1	55.5	23.5-24.5/91-97	4.4
Supersport 900	$11,295	sport	a/c 4v 904 V-twin	6/chain	415	32.1	54.9	24.0/100	4.2
Supersport 750	$9445	sport	a/c 4v 748 V-twin	5/chain	404	32.1	55.3	24.0/96	4.2
750 Sport	$7695	sport	a/c 4v 748 V-twin	5/chain	400	32.1	55.3	24.0/96	4.2
ST4	$13,295	sport-touring	l/c 8v 916 V-twin	6/chain	474	32.3	56.3	24.0/102	5.5
ST2	$11,795	sport-touring	l/c 4v 944 V-twin	6/chain	460	32.3	56.3	24.0/102	5.5
Monster S4	$12,495	standard	l/c 8v 916 V-twin	6/chain	423	31.6	56.7	24.0/102	4.2
Monster 900	$9995	standard	a/c 4v 904 V-twin	6/chain	407	30.3	56.3	23.0/104	4.2
Monster 750	$7495	standard	a/c 4v 748 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
Monster 600	$5995	standard	a/c 4v 583 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
HARLEY-DAVIDSON 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-4680 WWW.HARLEY-DAVIDSON.COM									
Electra Glide Classic	$15,940	touring	a/c 4v 1450 V-twin	5/belt	776	27.3	63.5	26.0/156	5.0
Electra Glide Standard	$13,595	touring	a/c 4v 1450 V-twin	5/belt	758	27.3	63.5	26.0/156	5.0
Ultra Classic Electra Glide	$18,980	touring	a/c 4v 1450 V-twin	5/belt	788	27.3	63.5	26.0/156	5.0
Road Glide	$15,780	touring	a/c 4v 1450 V-twin	5/belt	731	26.9	63.5	26.0/156	5.0
Road King	$16,695	touring	a/c 4v 1450 V-twin	5/belt	723	27.3	63.5	26.0/156	5.0
Heritage Softail Classic	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	696	25.4	64.5	32.0/147	5.0
Heritage Springer	$17,545	cruiser	a/c 4v 1450 V-twin	5/belt	716	27.3	63.5	26.0/156	5.0
Softail Deuce	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	645	26.0	66.6	34.0/127	4.9
Springer Softail	$15,690	cruiser	a/c 4v 1450 V-twin	5/belt	653	25.8	65.4	32.0/135	5.0
Dyna Wide Glide	$15,695	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.8	66.1	32.0/130	5.2
Fat Boy	$15,495	cruiser	a/c 4v 1450 V-twin	5/belt	666	25.5	64.5	32.0/147	5.0
Dyna Super Glide T-Sport	$14,720	cruiser	a/c 4v 1450 V-twin	5/belt	642	27.9	63.2	28.0/104	4.9
Night Train	$14,635	cruiser	a/c 4v 1450 V-twin	5/belt	630	25.2	66.9	34.0/127	5.0
Dyna Low Rider	$14,595	cruiser	a/c 4v 1450 V-twin	5/belt	614	26.5	65.5	32.0/130	4.9
Dyna Super Glide Sport	$13,720	cruiser	a/c 4v 1450 V-twin	5/belt	619	27.2	63.2	28.0/104	4.9
Softail Standard	$12,535	cruiser	a/c 4v 1450 V-twin	5/belt	630	26.1	66.9	34.0/127	5.0
Dyna Super Glide	$11,470	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.5	62.5	28.0/104	4.9
Sportster 1200 Custom	$8995	cruiser	a/c 4v 1200 V-twin	5/belt	491	27.5	60.0	30.1/119	3.3
Sportster 1200 Sport	$8595	cruiser	a/c 4v 1200 V-twin	5/belt	501	28.0	60.2	29.6/117	3.3
Sportster 1200	$7895	cruiser	a/c 4v 1200 V-twin	5/belt	491	28.9	60.0	29.6/117	3.3
Sportster 883	$5595	cruiser	a/c 4v 883 V-twin	5/belt	489	28.0	60.0	30.1/119	3.3
HONDA 1919 TORRANCE BOULEVARD TORRANCE, CA 90501; 310/783-2000 WWW.HONDAMOTORCYCLE.COM									
Gold Wing	$17,499	touring	l/c 12v 1832 opposed-six	5/shaft	792	29.1	66.6	29.2/109	6.6
Valkyrie Interstate	$15,499	touring	l/c 12v 1520 opposed-six	5/shaft	771	28.7	66.5	32.0/152	6.9
Shadow A.C.E. Tourer	$9299	touring	l/c 6v 1099 V-twin	5/shaft	626	28.7	65.2	NA/NA	4.2
Valkyrie	$13,099	cruiser	l/c 12v 1520 opposed-six	5/shaft	682	28.9	66.5	32.2/152	5.3
Shadow Aero	$8999	cruiser	l/c 6v 1099 V-twin	5/shaft	615	28.5	66.1	32.4/161	4.2
Shadow Sabre	$8199	cruiser	l/c 6v 1099 V-twin	5/shaft	573	27.2	64.6	32.4/161	4.2
Shadow Spirit	$7999	cruiser	l/c 6v 1099 V-twin	5/shaft	544	28.7	65.0	32.4/161	4.2
Shadow Spirit 750	$5999	cruiser	l/c 6v 745 V-twin	5/chain	496	26.6	64.8	33.0/157	3.7
Magna	$7499	cruiser	l/c 16v 748 V-four	5/chain	505	28.0	65.0	32.0/137	3.6
Shadow A.C.E. 750 Deluxe	$6199	cruiser	l/c 6v 745 V-twin	5/chain	505	27.6	63.6	33.0/157	3.7
Shadow VLX	$4999	cruiser	l/c 6v 583 V-twin	5/chain	445	25.6	63.2	35.0/164	2.9
Rebel	$2999	cruiser	a/c 4v 234 vertical-twin	5/chain	306	26.6	57.1	30.0/113	2.6
ST1100/ST1100 ABS	$11,899	sport-touring	l/c 16v 1084 V-four	5/shaft	639/659	31.5	61.2	27.3/101	7.4
CBR1100XX	$10,999	sport	l/c 16v 1137 inline-four	6/chain	492	31.9	58.7	25.0/99	6.3
CBR929RR	$9999	sport	l/c 16v 929 inline-four	6/chain	375	32.1	54.9	23.8/97	4.8
RC51	$10,999	sport	l/c 8v 999 V-twin	6/chain	432	32.0	55.5	24.5/101	4.8
Interceptor	$9499	sport	l/c 16v 781 V-four	6/chain	463	31.7	56.7	25.3/95	5.5
Super Hawk	$8999	sport	l/c 8v 996 V-twin	6/chain	423	31.9	56.3	24.0/97	4.8
CBR600F4i	$8199	sport	l/c 16v 599 inline-four	6/chain	370	31.7	54.9	24.0/96	4.8

CONVENTIONS

note 1: cooling medium (a/c=air/cooled, l/c=liquid-cooled, a-o/c=air- and oil-cooled); total number of valves (4v), displacement in cc; number of cylinders and configuration (single, inline-three, opposed-twin, V-twin)

BACK ISSUES

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verdict
SP is the Superbike special; twice the price of the R
A Ducati 996 without the red mist
Saner version of the Mille makes us go "woo-hoo"
Ring-ding its little neck…it loves the attention
Rare, small, slow…only you know if you want one
Other STs cower in the Futura's angular presence
A new home for Mille's engine, looks good from here
More street than sport; distanced from BMW's F650
German Gold Wing; still very much a BMW
Autobahn burner continues unchanged; not nimble
Our pick for 2000's touring bike of the year
Special editions fill out C lineup
Trading style for function but a watershed for BMW
We can't tell you exactly why we love this bike so….
Sportier, in-house GS should be debugged by now
Polarizing styling; typically high BMW quality
Revised basic boxer should be a real treat
Fairing and bags aim it at BMW; wide of the mark
Big attitude, little bodywork; reliable now?
Our fave Buell; $200 Low option gets lower seat
Significant but unpolished…does polish matter here?
Duck-powered and quick reflexed…very nice
You can only dream; Ducati says it's sold out
Still brilliant and deadly serious, but aging rapidly
WSB-spec chassis mated to street-going 996 mill
Hanging with the supersport 600s and loving it
Charismatic air-cooled twin may be "classic" Duck
Small-bore 900SS sacrifices performance for price
New price leader gives up power and brakes
Lower price and standard hard bags improve value
Bucks down a bit for 2001, the ST2's a great deal
Hail the new wheelie king! 916 power makes us bulge
Cheaper and better…that's hooligan progress
Middle Monster may suffer Jan Brady syndrome
First time for the 600 here; watch out for SV650s
One notch down from the Ultra, a fine big rig
Blank canvas for hot-rod tourer, relatively cheap
Haul it all with substance and style; works good, too
Harley's sport-tourer with a killer stereo
Fun and functional, best parts of cruiser and tourer
H-D's bread and butter classic, just keeps selling
Huge pose factor now with competent engine
Our pick for cruiser of the year in 2000
Stripped-down springer; decent functionally
Hugely popular Dyna with kicked-out fork
Living large and selling well; you'll know if it's for you
Replaces Dyna Convertible; nicely equipped
If black is your thing, this is your chopper
Slammed suspension helps shorties, hurts ride
Sportiest Big Twin is among our favorite hogs
Bare bones Softail lets you customize with impunity
Entry-level Big Twin, still a pretty good piece
Custom big-inch Sporty leads the XL line
Sportiest Sportster will not harass many Buells
Basic 1200 still elemental; still a paint shaker
Cheapest Harley you can buy; basic and slightly crude
Completely new for 2001, resetting the standard
Previous-gen GL engine still hot to trot
Cruiser-based tourer; more competent than cool
Hard to argue with 100 foot-pounds of torque, eh?
Nice ride about to be obsoleted by 2002 VTX
Tough-guy custom growls but doesn't bite
Original VT1100 resurrected for the budget-minded
Budget cruiser with old engine and new styling licks
V-four power gives the Magna real performance
Midsize A.C.E. with fat tires and lots of chrome
Mini Shadow's lack of punch is fine for beginners
Nicely finished for the price, but very slow
Functional and evergreen; ABS/TCS is $2500 option
Not the most hyper big-bore but finely polished
Beat the R1 in our open-class shootout in 2000
A champion the first time out; a genuine achievement
Sport-touring with real sport, a big favorite here
Probably the last year for this all-around sport twin
Honda injects the F4; will it beat the R6 and GSX-R?

HOW-TO

In the Clutches

Plate replacement

MOST MODERN BIKES USE MULTIPLATE clutches that run in an oil bath, sharing oil with the engine and transmission. The clutch pack is made up of fiber drive plates and metal-driven plates. They're held together by a large diaphragm spring or a cluster of coil springs. Some clutches have special components such as back-torque limiters or devices to increase clamping pressure at high load.

Replacement is simple. Start by removing the clutch cover. If your bike has more than 5000 miles on it, have a replacement cover gasket handy. Over time the gasket will become brittle, so repairing the gasket will be a short-term fix at best. You may find an O-ring sealing the cover; if it's unbroken and pliable, reuse it (1).

Remove the outer pressure plate. You may first have to remove the actuating shoe by extracting the circlip and pulling the assembly out of the hub. In other cases, the actuating mechanism will reside in the clutch cover itself and is often a captive setup.

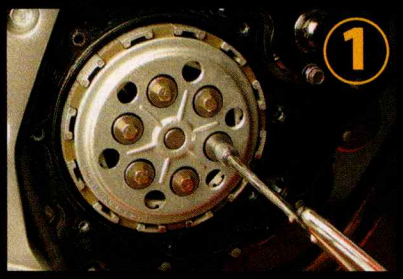
On diaphragm-spring bikes, you'll need a big socket and a pneumatic impact wrench. (You could also buy the special tool sold for most bikes that clamps the clutch basket and allows you to use a socket and breaker bar on the nut.) For bikes with coil springs, remove the retaining bolts, noting the orientation of the washers and spacers.

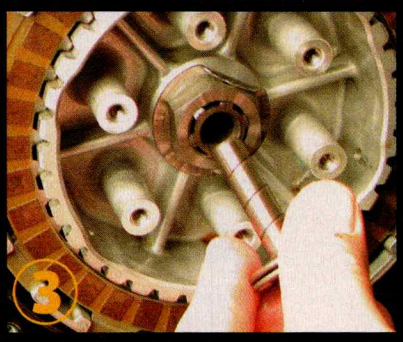
You'll be greeted by the first of the fiber drive plates (2), which are slotted into the clutch basket. Remove the plates one at a time and stack them in the order they came out; this is important because many clutches have plates in two or more thicknesses, and you'll want to know where to put them on reassembly. Check the actuating piston for wear (3).

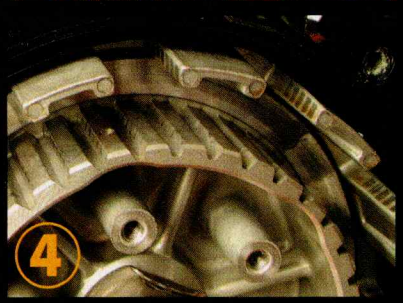
Inspect each plate for contamination and warping. Fiber plates are the normal wear items, but you will need to replace warped or heavily heat-damaged (read: blued) metal plates also. With the plates out, inspect the slots in the clutch basket and the grooves in the hub for stepping or abnormal wear; it's common to see some serration (4). Stack all the plates together and measure the stack's total thickness. Now do the same with the new plates; the tolerance for stack heights is plus or minus 0.5mm. Measure spring length and compare to the service limits (5).

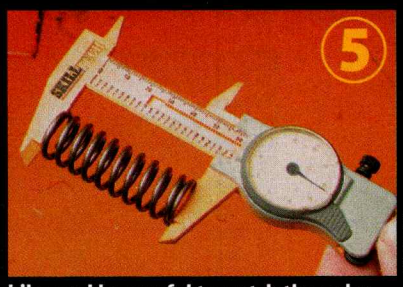
Soak each plate in motor oil for five to 10 minutes before you put them in the bike, and be careful to watch the order (one fiber, one metal) and for the special plates. When you're done, be sure to reset the clutch adjustment at the actuator; even some hydraulic units have adjustments on the pushrod so double-check the procedure in the service manual.

Torque the retaining nut or individual spring bolts to spec and confirm that pulling the clutch lever displaces the pressure plate and that the individual plates move apart slightly.









MARC COOK

2001 the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
Nighthawk 750	$5799	standard	a/c 16v 747 inline-four	5/chain	463	30.9	59.3	29.0/180	4.8
Nighthawk	$3399	standard	a/c 4v 234 vertical-twin	5/chain	287	29.3	56.3	28.0/109	4.3
XR650L	$5499	dual-sport	a/c 4v 644 single	5/chain	324	37.0	57.3	27.0/102	2.8
HUSQVARNA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.HUSQVARNAUSA.COM									
SM610S	$6499	super-motard	l/c 4v 576 single	6/chain	331	33.9	59.3	27.0/88	2.4
TE610E	$6399	dual-sport	l/c 4v 576 single	6/chain	330	35.4	58.5	27.5/116	2.4
KAWASAKI 9950 JERONIMO ROAD IRVINE, CA 92618; 949/770-0400 WWW.KAWASAKI.COM									
Vulcan 1500 Nomad Fi	$12,999	touring	l/c 8v 1470 V-twin	5/shaft	739	28.3	65.6	32.0/188	5.0
Vulcan 1500 Nomad	$12,299	touring	l/c 8v 1470 V-twin	5/shaft	732	28.3	65.6	32.0/188	4.2
Voyager XII	$12,299	touring	l/c 16v 1196 inline-four	6/shaft	728	29.7	63.8	30.0/122	6.1
Ninja ZX-12R	$11,999	sport	l/c 16v 1198 inline-four	6/chain	463	31.9	56.7	23.5/94	5.3
Ninja ZX-9R	$10,199	sport	l/c 16v 899 inline-four	6/chain	404	31.9	55.7	24.0/97	5.0
Ninja ZX-11	$10,199	sport	l/c 16v 1052 inline-four	6/chain	514	30.7	58.9	26.5/107	6.3
Ninja ZX-7R	$9299	sport	l/c 16v 748 inline-four	6/chain	448	31.1	56.5	25.0/99	4.8
Ninja ZX-6R	$8099	sport	l/c 16v 599 inline-four	6/chain	377	32.3	55.1	23.5/91	4.8
Ninja ZX-6	$7199	sport	l/c 16v 599 inline-four	6/chain	430	30.7	56.3	24.5/97	4.8
Ninja 500R	$5099	sport	l/c 8v 498 vertical-twin	6/chain	388	30.5	56.5	27.0/91	4.8
Ninja 250R	$3299	sport	l/c 8v 248 vertical-twin	6/chain	304	29.3	55.1	27.0/84	4.8
Vulcan 1500 Drifter	$11,799	cruiser	l/c 8v 1470 V-twin	5/shaft	668	29.1	65.2	32.0/163	5.0
Vulcan 1500 Classic Fi	$10,799	cruiser	l/c 8v 1470 V-twin	5/shaft	659	29.1	65.4	32.0/122	5.0
Vulcan 1500 Classic	$9999	cruiser	l/c 8v 1470 V-twin	5/shaft	644	29.1	65.4	32.0/122	5.0
Vulcan 800 Drifter	$7499	cruiser	l/c 8v 805 V-twin	5/chain	547	29.9	63.6	31.5/157	4.0
Vulcan 800 Classic	$6999	cruiser	l/c 8v 805 V-twin	5/chain	516	27.8	63.0	32.0/122	4.0
Vulcan 800	$6299	cruiser	l/c 8v 805 V-twin	5/chain	496	28.0	64.0	34.0/150	4.0
Vulcan 750	$6099	cruiser	l/c 8v 749 V-twin	5/shaft	483	28.9	62.2	32.0/127	3.6
Vulcan 500 LTD	$4699	cruiser	l/c 8v 498 vertical-twin	5/chain	496	28.1	62.8	33.0/150	4.0
Eliminator 125	$2499	cruiser	l/c 4v 124 V-twin	5/chain	282	26.8	57.9	34.0/122	3.4
Concours	$8199	sport-touring	l/c 16v 997 inline-four	6/shaft	595	31.1	61.2	28.5/122	7.5
W650	$6599	standard	a/c 8v 676 vertical-twin	5/chain	434	31.5	57.1	27.0/104	4.0
ZRX1200R	$7899	standard	l/c 16v 1164 inline-four	5/chain	NA	31.1	57.6	25.0/104	5.3
ZR-7S	$5999	standard	a/c 8v 738 inline-four	5/chain	445	31.5	57.3	25.5/144	5.8
KLR650	$4999	dual-sport	l/c 4v 651 single	5/chain	337	35.0	58.9	28.0/112	6.1
KLR250	$4149	dual-sport	l/c 4v 249 single	6/chain	258	33.7	55.7	28.5/117	2.9
Super Sherpa	$3999	dual-sport	a/c 4v 249 single	6/chain	249	32.7	54.1	28.0/107	2.4
KE100	$1999	dual-sport	a/c 2st 99 single	5/chain	187	31.7	50.6	30.5/119	2.4
KTM 1119 MYLAN AVENUE AMHERST, OH 44001; 440/985-3553 WWW.KTMUSA.COM									
Duke II	$8198	sport	l/c 4v 625 single	5/chain	320	33.8	57.5	25.8/NA	3.0
LC4 Adventurer R	$8198	dual-sport	l/c 4v 625 single	5/chain	340	35.4	59.5	28.0/NA	7.4
640 LC4/400 LC4	$6998	dual-sport	l/c 4v 625/398 single	5/chain	340	37.6	59.5	27.5/NA	3.0
LAVERDA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
750 Formula	$10,595	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
750 Supersport	$9495	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike Café Racer	$8995	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike	$8495	sport	l/c 8v 747 vertical-twin	6/chain	418	NA	54.2	26.3/103	5.0
MOTO GUZZI 455 WEST DEPOT STREET ANGIER, NC 27501; 919/639-3180 WWW.MOTOGUZZI-US.COM									
V11 Sport	$11,900	sport	a/c 4v 1064 V-twin	6/shaft	472	31.0	NA	NA/NA	5.5
California EV	$11,500	cruiser	a/c 4v 1064 V-twin	5/shaft	550	30.0	61.4	28.0/99	5.0
California Special	$10,950	cruiser	a/c 4v 1064 V-twin	5/shaft	545	28.8	NA	NA/NA	5.0
California Jackal	$8495	cruiser	a/c 4v 1064 V-twin	5/shaft	542	29.0	61.5	28.0/154	5.0
Quota	$9995	dual-sport	a/c 4v 1064 V-twin	5/shaft	541	32.8	61.0	NA/NA	5.2
MuZ 4 SIGNAL AVENUE, SUITE C ORMOND BEACH, FL 32174; 904/676-1056 WWW.MOTORRADNA.COM									
Black Panther	$6195	sport	l/c 5v 660 single	5/chain	345	34.5	59.5	NA/NA	3.0
Skorpion Traveller	$6495	sport-touring	l/c 5v 660 single	5/chain	415	31.0	56.0	NA/NA	4.7
Skorpion Sport Cup	$5795	sport	l/c 5v 660 single	5/chain	382	31.0	56.0	NA/NA	4.7
Skorpion Tour	$4995	standard	l/c 5v 660 single	5/chain	374	31.0	56.0	NA/NA	5.0
MV AGUSTA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.MVAGUSTAUSA.COM									
Brutale Serie Oro	$28,995	standard	l/c 16v 750 inline-four	6/chain	NA	NA	NA	NA	NA
F4 Strada	$18,895	sport	l/c 16v 750 inline-four	6/chain	397	31.1	55.6	24.5/104	5.8
SUZUKI 3251 EAST IMPERIAL HIGHWAY BREA, CA 92821; 714/996-7040 WWW.SUZUKI.COM									
GSX1300R Hayabusa	$10,849	sport	l/c 16v 1299 inline-four	6/chain	473	31.7	58.5	24.0/97	5.8
GSX-R600	$7999	sport	l/c 16v 599 inline-four	6/chain	359	32.7	55.1	24.0/96	4.8
GSX-R750	$9449	sport	l/c 16v 749 inline-four	6/chain	366	32.6	55.5	24.0/94	4.8
GSX-R1000	$10,399	sport	l/c 988 inline-four	6/chain	375	32.3	55.5	24.0/96	4.8
TL1000R	$9599	sport	l/c 8v 996 V-twin	6/chain	434	32.5	54.9	23.0/90	4.5
TL1000S	$9099	sport	l/c 8v 996 V-twin	6/chain	421	32.9	55.7	23.0/95	4.5
SV650S	$6199	sport	l/c 8v 645 V-twin	6/chain	372	31.7	55.9	25.0/100	4.2
1500 Intruder LC	$9999	cruiser	a-o/c 6v 1462 V-twin	5/shaft	644	27.6	66.9	32.0/138	4.1
1400 Intruder	$8349	cruiser	a-o/c 6v 1360 V-twin	5/shaft	535	27.6	63.5	32.0/166	3.4
Intruder Volusia	$6599	cruiser	l/c 8v 805 V-twin	5/shaft	NA	27.6	64.7	33.0/141	4.2
800 Intruder	$6399	cruiser	l/c 8v 805 V-twin	5/shaft	443	28.9	61.4	32.0/138	3.2
Marauder	$5999	cruiser	l/c 8v 805 V-twin	5/chain	456	27.6	64.8	35.0/146	3.4
Savage	$4299	cruiser	a/c 4v 652 single	5/belt	352	27.6	58.3	35.0/147	2.8
GZ250	$2999	cruiser	a/c 2v 249 single	5/chain	308	27.8	57.1	32.0/140	3.7
1200S Bandit	$7399	sport-touring	a-o/c 16v 1157 inline-four	5/chain	471	32.9	56.5	25.0/107	5.0
750 Katana	$7299	sport-touring	a-o/c 16v 749 inline-four	6/chain	469	31.1	57.7	25.0/100	5.3
600 Katana	$6299	sport-touring	a-o/c 16v 599 inline-four	6/chain	458	30.9	57.9	25.0/100	5.3
600S Bandit	$5849	sport-touring	a-o/c 16v 599 inline-four	6/chain	449	31.1	56.4	25.0/100	5.3
SV650	$5799	standard	l/c 8v 645 V-twin	6/chain	363	31.7	56.3	25.0/100	4.2
GS500E	$4399	standard	a/c 4v 487 vertical-twin	6/chain	372	31.1	55.0	25.0/95	4.0
DR650SE	$5449	dual-sport	a-o/c 4v 644 single	5/chain	324	33.0	58.7	28.0/111	3.4
DR-Z400S	$5449	dual-sport	l/c 4v 398 single	5/chain	291	36.8	58.1	27.0/109	2.6

verdict
Still with us, still selling well, still fun
MSF drop doggie on a cat-food budget (still!)
Air-cooled thumper continues; waiting for XR-R mill
Husky's answer to KTM's awesome Duke II
A true enduro-racer with lights
Cruiser-based tourer with excellent injection
Fewer bucks and horses, not long in tooth
Old tourer hanging in there, about to earn retirement
Ferociously fast but not perfectly finished
Overshadowed by 929 and R1, great in the real world
With the 12R here, it's starting to show its age
Playing longer than *Cats*; what's new Kawasaki?
Smooth and comfy, right there with the F4 and R6
Feeling old next to the almost-as-comfortable 6R
Tot-sized twin with major-league fun factor
Our favorite 250; damning with faint praise?
For '01: larger fuel tank, solo seat and more chrome
Team Green's hot big-bore continues unchanged
Function and style merge for reasonable cash
Same updates as 1500, lacks only a few foot-pounds
Custom-styled V-twin remains a good seller
Save on the buy and spend on the aftermarket
Low price saves out-dated styling
Barstool-busting parallel-twin cleans up in the 500 class
All-new beginner bike; will 125cc be enough?
Popular and inexpensive ST getting varicose veins
Bonnie-buddy gets chassis tweaks for '01
Upping the ante at the naked table; watch out!
Half-faired version of KZ750-engined cheapster
Long-running model refined into super dual-sport
Smaller KLR may be your next ranch hand
Entry-level model excellent for dirty newbies
Hey...a two-stroke! Smoke 'em if you got 'em
If you can't get arrested on one of these...
Huge P/D replibike, park next to your Excursion
More dirty than streety, but that's fine by us
High-end parallel twin needs further development
Cheaper version with all the same foibles
Laverda's version of the Triumph Speed Triple
Naked and less expensive, but is that enough?
A stripped Guzzi in the V7 tradition; great 'box
Upmarket cruiser lavished in chrome; works fine
Guzzi cruiser stands ready for factory custom stuff
Simple, sporty cruiser that's also reasonably priced
Elderly adventurer-tourer; name your price
Who names these things, anyway?
Sport Cup with hard luggage, bigger fairing
Same Yamaha-built engine, less flash and less cash
Looks (and runs) like an SV650 with a lung removed
Monster? What's a Monster?
Exotic, desirable, competent; what else do you need?
Still the fastest open-class GT, and our favorite
All that's right with the new 750 in a middleweight
Motorcycle of the Year for 2000; stunning and fun
Stand back you wussie 929s and R1s!
Big and beefy sporty twin, days may be numbered
Likely to become a standardized SV1000 next year
Half-faired version finally comes here; a bit sedate
Big cruiser is actually a pretty good piece
U.S.-designed cruiser still with us, punchy engine
Marauder-based cruiser should be competent
Smaller, old-style Intruder continues to sell well
Bargain bruiser; a Magna without as much grunt
A decent little cruising single, if a bit basic
A bit wheezy next to the 250 twins but nicely built
Renewed for 2001 and better than ever; a great buy
Popular, reasonably cheap, old GSX-R750 power
Popular, even cheaper, early GSX-R600 power
Hard to distinguish from the 1200S
How long before *every* MC editor owns one?
Mild updates for 2001, but nothing major
Suzuki's street-ized big-bore dual-sport
An impressive d/p bike—a do-it-all machine

Answers

WHAT GIVES?

I own a 1996 Honda CBR900RR with 14,000 miles. A few months ago I began to have trouble starting my bike. My mechanic suggested I change the plugs, so I did. The problem seems to be getting worse. There's a definite surging at lower rpm, with the throttle cracked less than a quarter-turn open.

KEVIN WING

If I accelerate hard it becomes unnoticeable. Now there's a popping noise through the exhaust between 3000 and 4000 rpm. The exhaust note seems garbled down low, but screams normally when I open the throttle. Any help would be appreciated.

John Passarella
Via e-mail

Anytime mysterious symptoms are accompanied by backfires that weren't there before, check your RR's PAIR (Pulse secondary AIR) valve—it's part of the emissions system. It injects air into the exhaust headers to cut emissions, but during deceleration a vacuum valve is supposed to shut off the air to avoid backfiring. It's possible the valve itself has become gunked up, or it could be a kinked or missing vacuum line. The factory manual explains the whole system. Also, check for intake-tract leaks.

SHAMELESS PLUG

On the first ride after putting a new rear Bridgestone BT56 on my Speed Triple, I picked up not one but two nails. I did not realize this until a week later, before my next ride, when the tire was flat. I took it to my local shop and was told it could not be repaired. The punctures are in the tread not the sidewall, and I know car tires can be repaired permanently—so why not bike tires?

No name given
Cyburbia

The truth is that nail holes in bike tires can be permanently patched, just like car tires, but no bike shop is going to do it for you, because they don't want the liability, and no tire manufacturer is going to recommend it. The solution is to make a few phone calls until you find an automotive tire store that will patch your bike tire. Never patch a hole in the sidewall, never patch anything bigger than a nail hole—and if we were you we wouldn't ride hard on a tire with more than one patch in it, either. You want a permanent radial patch, and you want to make sure the person doing the patching follows the directions. Don't even think about putting a tube in there.

BRAIN DRAIN

Big question here. I have a 1996 CBR600F3. I went to a gas station to fuel up, grabbed the pump and filled my tank with *diesel*! I immediately got a siphon and siphoned everything out of the tank until it was completely empty except for a small amount at the bottom, which I was unable to remove. Then, I put carb cleaner in the tank, and filled it up with premium. After about 75 miles I have some white smoke coming out of the exhaust. If I rev the bike up at a stoplight, I also get a few puffs of smoke from the exhaust. The bike seems to be running fine except for an occasional cough here and there. My question is this: Will the little bit of diesel in the tank cause permanent damage?

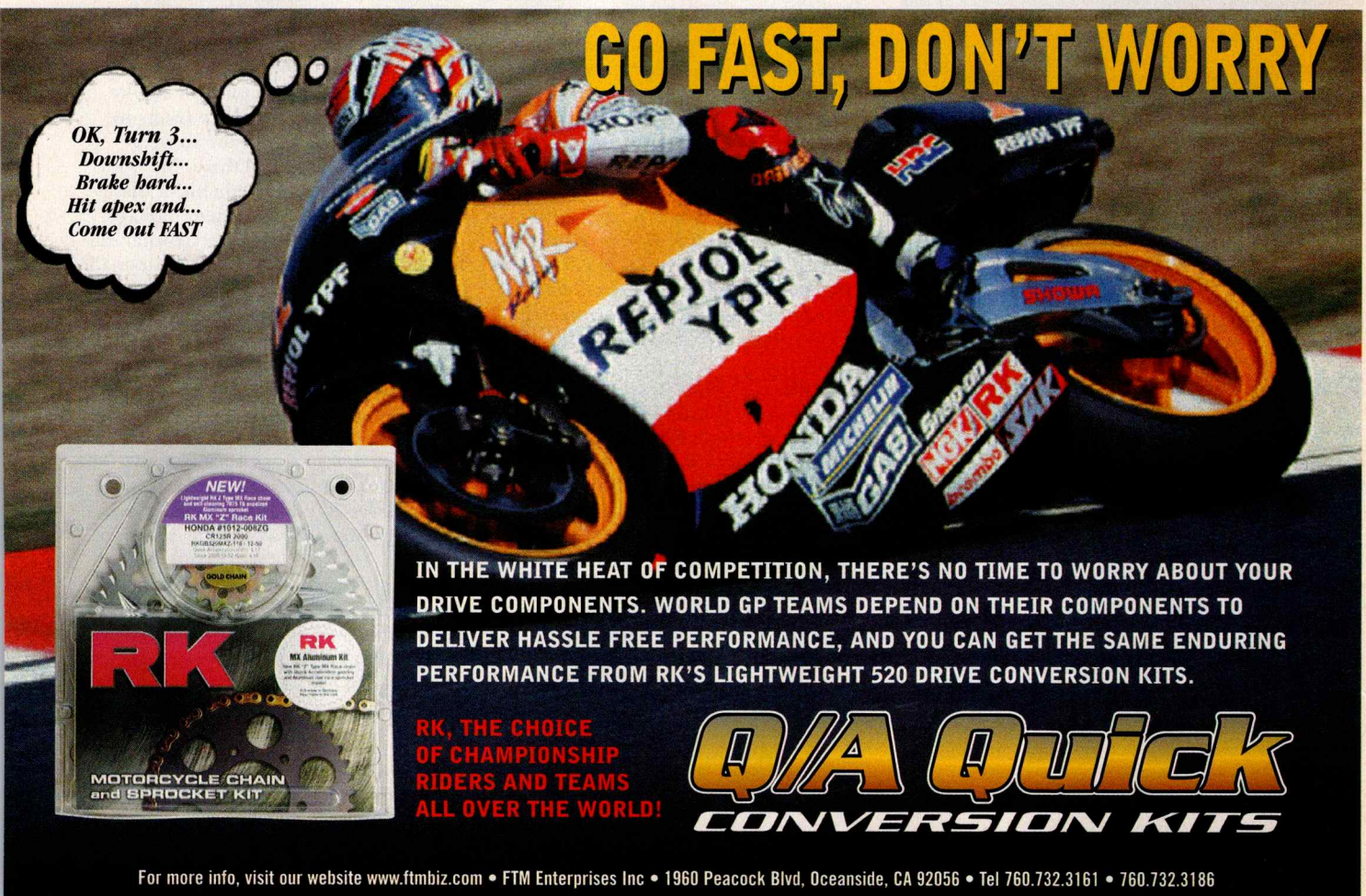
Robert Fernandes
Via e-mail

Realize that liquids heavier than gasoline—diesel, water, grape jelly, whatever—will sink to the lowest part of the fuel system. On your F3 that would be the carburetor float bowls; i.e., the little boxes bolted to the bottom of each carb that hold gas. Each one has a nice little brass screw put there expressly to combat the sort of silly thing you did. Remove all four and let the diesel fuel out. Any time your bike starts to run funny, in fact, is a good time to drain the float bowls, as they like to fill with water at times, too. Also drain them before you let your bike sit for more than a month or two. A little diesel fuel won't have caused any damage. Clean or replace the spark plugs if the bike continues to run rough.

Send your questions to *Motorcyclist*, Attn: Answers, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; fax them to (323) 782-2372; or e-mail us at mcmail@emapusa.com. Time doesn't permit personal replies and the editors reserve the right to edit all letters, which must be exclusive to *Motorcyclist*.

2001 the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
DR200SE	$3899	dual-sport	a/c 4v 199 single	5/chain	249	31.9	55.3	29.0/112	3.4
TRIUMPH	403 DIVIDEND DRIVE PEACHTREE CITY, GA 30269; 770/631-9500 WWW.TRIUMPH.CO.UK								
Trophy 1200	$11,999	sport-touring	l/c 16v 1180 inline-four	6/chain	518	31.1	58.7	27.0/105	6.6
Trophy 900	$10,999	sport-touring	l/c 12v 885 inline-three	6/chain	455	31.1	58.7	27.0/105	6.6
Sprint ST	$10,799	sport-touring	l/c 12v 955 inline-three	6/chain	456	31.5	57.9	25.0/92	5.6
Daytona	$10,999	sport	l/c 12v 955 inline-three	6/chain	436	31.5	56.3	24.0/86	4.8
Speed Triple	$10,499	sport	l/c 12v 955 inline-three	6/chain	432	31.5	56.7	24.0/86	4.8
Sprint RS	$9499	sport	l/c 12v 955 inline-three	6/chain	438	31.7	57.9	24.5/89	5.6
TT600	$8299	sport	l/c 16v 599 inline-four	6/chain	374	31.9	54.9	24.0/89	4.8
Tiger	$10,799	dual-sport	l/c 12v 955 inline-three	6/chain	474	33.1	61.0	28.0/92	6.4
Adventurer	$8999	cruiser	l/c 12v 885 inline-three	5/chain	464	28.5	63.8	30.0/130	4.0
Thunderbird	$8999	cruiser	l/c 12v 885 inline-three	6/chain	485	30.5	62.2	27.0/106	4.0
Legend TT	$7799	cruiser	l/c 12v 885 inline-three	5/chain	473	28.5	62.2	27.0/106	4.0
Bonneville	$6999	standard	l/c 4v 790 vertical-twin	5/chain	451	31.5	57.0	29.0/117	4.3
VICTORY	2100 HIGHWAY 55 MEDINA, MN 55340; 612/542-0500 WWW.POLARISINDUSTRIES.COM								
V92C Deluxe	$14,599	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92SC	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92C	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
YAMAHA	6555 KATELLA AVENUE CYPRESS, CA 90630; 714/761-7300 WWW.YAMAHA-MOTOR.COM								
Royal Star Venture	$16,399	touring	l/c 16v 1294 V-four	5/shaft	807	29.5	67.1	30.0/126	6.0
RS Tour Deluxe	$15,499	touring	l/c 16v 1294 V-four	5/shaft	728	28.5	66.7	30.0/126	4.8
Royal Star Boulevard	$14,299	cruiser	l/c 16v 1294 V-four	5/shaft	672	28.1	66.7	30.0/126	4.8
Road Star Silverado	$12,399	cruiser	a/c 8v 1602 V-twin	5/belt	710	27.9	66.3	32.0/142	5.3
Road Star Midnight Star	$11,799	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
Road Star	$10,999	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
V-Max	$10,899	cruiser	l/c 16v 1198 V-four	5/shaft	581	30.1	62.6	29.0/119	4.0
V-Star 1100 Classic	$8199	cruiser	a/c 4v 1063 V-twin	5/shaft	599	27.9	64.8	33.0/136	4.5
V-Star 1100 Custom	$7899	cruiser	a/c 4v 1063 V-twin	5/shaft	571	27.0	64.5	33.0/136	4.5
V-Star Classic	$5899	cruiser	a/c 4v 649 V-twin	5/shaft	495	28.0	64.0	35.0/NA	4.2
V-Star Custom	$5599	cruiser	a/c 4v 649 V-twin	5/shaft	460	25.6	64.0	35.0/NA	4.2
Virago 250	$3399	cruiser	a/c 4v 249 V-twin	5/chain	302	27.0	58.6	32.0/120	2.5
YZF-R1	$10,299	sport	l/c 20v 998 inline-four	6/chain	385	32.0	54.9	24.0/92	4.7
YZF-R6	$7999	sport	l/c 16v 599 inline-four	6/chain	365	32.8	54.4	24.0/81	4.5
YZF600R	$6999	sport	l/c 16v 599 inline-four	6/chain	416	31.7	55.7	25.0/97	5.0
FZ1	$8499	standard	l/c 20v 998 inline-four	6/chain	458	32.3	57.1	NA/NA	5.6
XT225	$3999	dual-sport	a/c 4v 223 single	6/chain	238	31.9	53.1	26.5/102	2.3
TW200	$3599	dual-sport	a/c 2v 346 single	5/chain	262	31.1	52.2	26.5/94	1.9


GO FAST, DON'T WORRY
OK, Turn 3...
Downshift...
Brake hard...
Hit apex and...
Come out FAST
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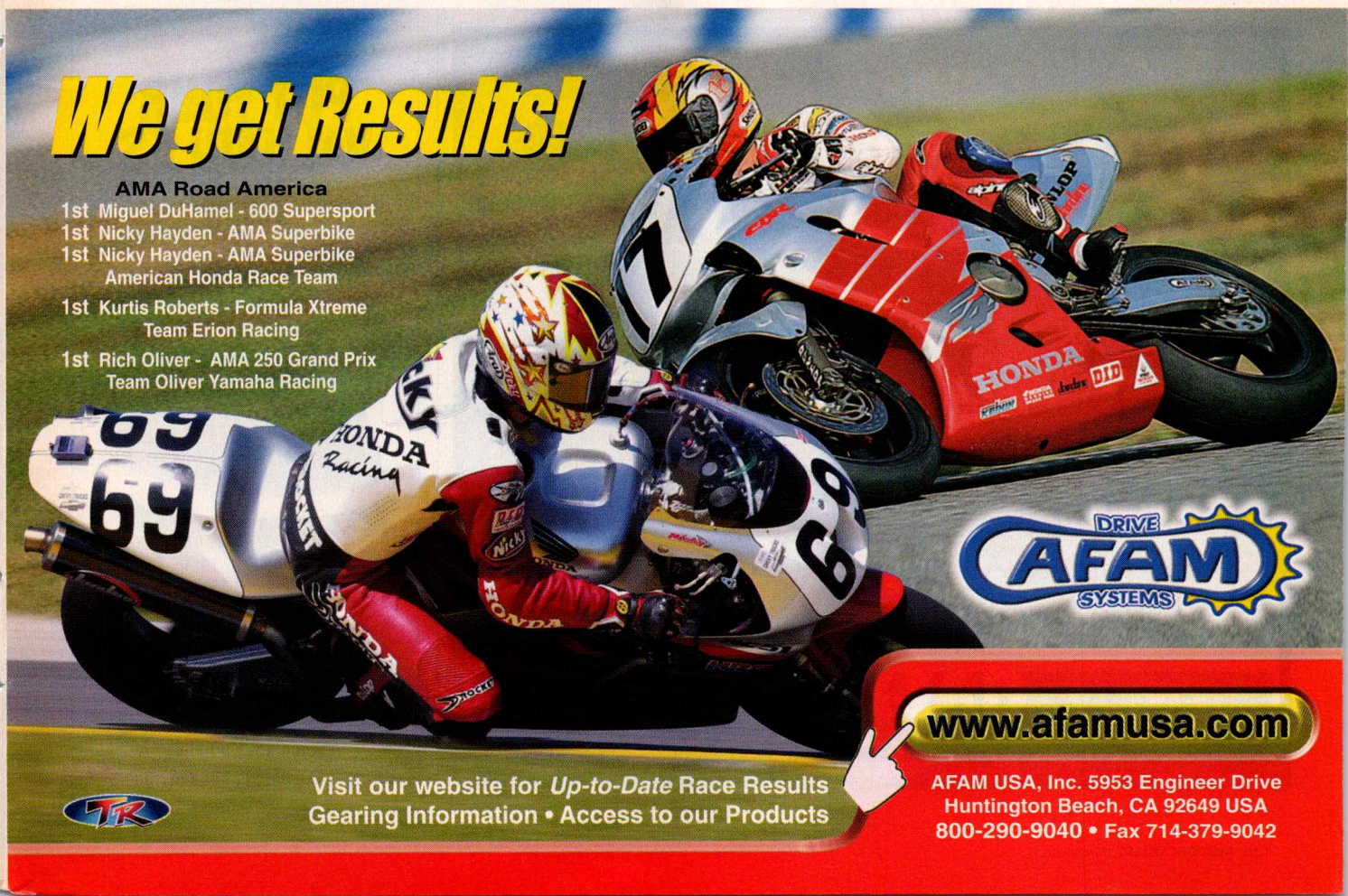
verdict
Basic and fun wheels for entry-level folks
Touring model with a replacement expected soon
Trophy chassis package, three-cylinder propulsion
Finally a BRG version; keeps the VFR800 honest
Due for a redesign soon, but still haughty
You'll know you love it from a half-mile away
Sportier than the ST, just as beautifully torquey
New cams and tune for '01 may save this bike
Now with stonking Sprint ST power—yee haw!
A custom T-bird with V-twin-squashing power
Retro-cruiser looks, naked-bike performance
Entry-level Britbike, torquey and talented triple
Hugely anticipated and amazingly inexpensive
Revision for '01 to bring function up to par
Plenty of sporty function, tranny *still* needs help
Fewer rough edges, but not up to Japanese standards
Retro looks, long-haul function, needs new 'shield
A decent touring cruiser in need of some punch
Standard Star also wants a horsepower injection
Touring version of the highly competent Road Star
Blacked-out version should broaden model's appeal
Functional and handsome, what else do you need?
A legend retires; this is (supposedly) its last year
Middle-range big cruiser plows ahead
Less retro, same great low price
"Heritage" styling but mostly modern underneath
More custom than nostalgic; same chassis/engine
A cheap V-twin that'll get you in the game
Unchanged for '01; champs edition has new paint
Faces tough competition from new GSX-R and F4i
Understandably overlooked, but a real gem
Oooh, oooh…we *want* one
Lightweight and fun entry-level dual-sport
A fat-tired fun-bike for the family

Lighten Up

STREET SAVVY

KEVIN WING

THE HIGH-BEAM HEADlight on nearly any motorcycle produced in the last decade or so is a powerful survival tool. Use it wisely. During the day in traffic, keep your high beam on most of the time. Do the humanitarian thing and switch to low beam when you settle in behind a car for a stretch, or when riding behind other motorcycles. (In a pack of bikes, it's a good thing if only the lead bike uses high beam.) Use your light for retribution. When you sense some deadhead is about to encroach into your forward comfort zone, go ahead and dip your high beam. Then when the mouthbreather completes his move, you'll be able to announce your presence and displeasure by switching back to high beam. When approaching the classic left-turn situation—where you're worried somebody's about to turn across your bow—a couple of quick high/low beam switches should make you more noticeable. After dark, when harried mothers exiting the Piggly Wiggly tend to mistake your bike for a distant car, a quick flash of high-beam particles lets them know different immediately.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Checkin' Your Six

TECHNIQUE

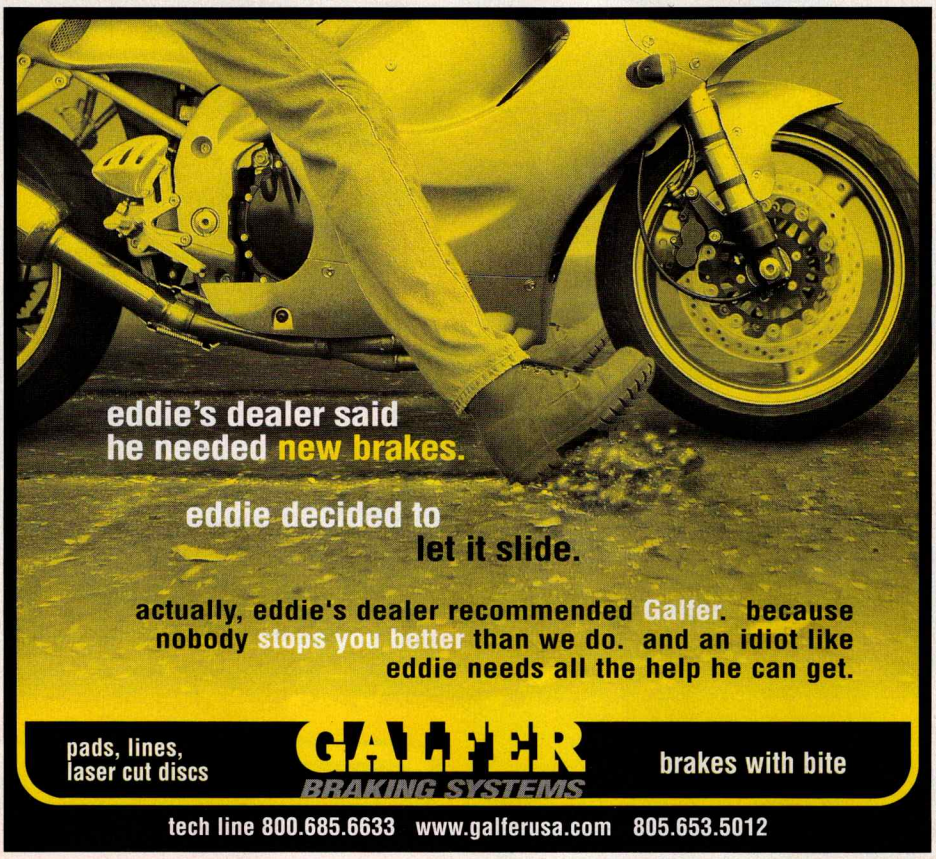
RACERS HEAR THE OLD "QUIT LOOKING behind you, dummy!" adage all the time (mostly from their dads), and there's plenty of reason to take the advice seriously. But street riders need not pay heed; keeping track of what's behind you—without it interfering with one's focus on what's ahead—is a key component to a rider's street-riding longevity.

It's easy to forget how often we actually do "check our sixes"—or how necessary it is. Veteran street riders do it so often it's likely they're not even aware of it. As a vital ingredient to what we call "the scan," looking behind you (while riding and while stopped) not only helps keep you aware of danger lurking aft, but helps you stay alive.

Why look behind you while moving? Aside from the time-honored tradition of checking for sneaky police cruisers (something we've become quite good at over the years), checking one's six through the bike's mirrors while in motion pays dividends: You see overtakers (and can keep from moving into their path) before they zip by you, and you get a general sense of what's going on back there. The trick here is to not dwell on the aft scene; quick looks in the mirrors and a quick return to the front view is vital to not getting surprised by that merging car or left-turning bus.

The biggest dangers from behind, however, are when you're stopped in the middle of the road—usually at a stop sign or traffic light. Watching those mirrors as you wait for the green light will alert you to that car that doesn't see the stoplight; and keeping your bike in gear with the clutch disengaged will allow you to blast out of the way if said car plans on plowing into your back wheel at speed. Having an escape route in mind as you wait will help tremendously in this case. Also, with today's sportbikes offering a limited rearward view, it helps when aboard such bikes to stop on an angle; doing so expands the rearward view without having to fold your elbows inward.

MARC COOK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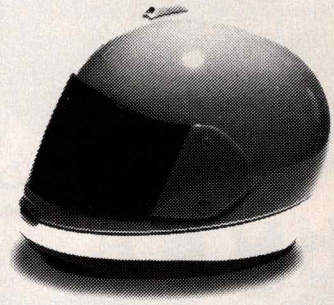

Helmets make riding more comfortable and fun. Not to mention safer. Protect your most valuable asset. Always wear a helmet.

MOTORCYCLE SAFETY FOUNDATION

hard numbers

motorcycle	measured hp (@ rpm)	measured torque (foot-pounds @ rpm)	corrected best 1/4 mi.* (sec. @ mph)	top-gear roll-ons 60–80 mph (sec.)	wet weight (lb.)	fuel consumption (avg. mpg)	last** tested
Aprilia RSV Mille ('00)	113.6 @ 9500	71.6 @ 7000	10.58 @ 131.5	3.80	490	39	4/00
Aprilia SL1000 ('00)	110.4 @ 9500	69.3 @ 7100	10.99 @ 125.0	4.56	485	39	8/00
BMW F650GS ('00)	43.5 @ 6250	40.3 @ 4500	13.76 @ 91.6	6.03	442	45	7/00
BMW K1200LT ('00)	83.0 @ 6750	75.7@ 5000	13.83 @ 98.7	9.42	866	41	2/01
BMW K1200RS ('98)	111.1 @ 8250	79.1 @ 6750	11.77 @ 118.2		643	36	8/97
BMW R1100S ('00)	92.2 @ 7250	70.9 @ 5750	12.67 @ 111.0	5.44	545	31	6/00
BMW R1150GS ('00)	79.7 @ 6500	72.2 @ 5500	12.84 @ 103.1	6.59	586	42	12/99
BMW R1200C ('98)	56.4 @ 5000	63.6 @ 3000	14.24 @ 91.2		560	44	12/97
Buell S3 Thunderbolt ('99)	90.1 @ 6500	78.1 @ 6000	11.90 @ 113.2		514	47	10/98
Buell S3T Thunderbolt ('97)	76.9 @ 5750	72.8 @ 5000	12.45 @ 107.3	7.69	520	44	*2/98*
Ducati 748 ('97)	89.7 @ 10,500	51.7 @ 8500	11.59 @ 119.7		472	43	5/97
Ducati 996 ('99)	109.8 @ 8750	69.6 @ 6750	10.61 @ 130.2	5.35	478	40	3/99
Ducati Supersport 900 ('99)	77.4 @ 8000	57.3 @ 5750	11.65 @ 114.9	5.26	444	44	11/98
Ducati Supersport 900 i.e.('00)	77.5 @ 7750	59.3 @ 5750	11.99 @ 109.5	5.61	444	43	6/00
Ducati ST2 ('98)	75.4 @ 8500	56.6 @ 6500	12.39 @ 106.2	5.42	532	42	*2/98*
Ducati ST4 ('99)	105.5 @ 9250	63.3 @ 7250	11.03 @ 123.8	4.88	525	44	2/99
H-D FLHCRI Road King Classic ('99)	62.4 @ 5250	77.2 @ 3000	13.99 @ 94.5	5.32	744	43	12/98
H-D FLTR/FLTRI Road Glide ('98)			14.39 @ 90.7	9.02	762	46	6/98
H-D FXDX Dyna Super Glide Sport ('99)	62.5 @ 5500	76.3 @ 3250	13.54 @ 96.5	5.82	651	39	11/98
H-D S.E. Road Glide ('00)	70.8 @ 5250	86.4 @ 2750	13.93 @ 93.1	6.71	828	33	5/00
H-D Sportster XL1200S Sport ('98)	57.0 @ 5250	66.3 @ 3250	13.65 @ 96.1	4.99	524	41	1/98
Honda CBR600F3 ('97)	93.5 @ 11,750	44.5 @ 10,000	11.30 @ 120.8	4.53	459	46	5/97
Honda CBR600F4 ('00)	94.8 @ 12,500	44.8 @ 10,000	11.61 @ 115.9	6.76	436	41	8/00
Honda CBR900RR ('98)	111.4 @ 10,000	63.7 @ 8000	10.65 @ 130.2	3.70	448	42	*6/98*
Honda CBR929RR ('00)	122.7 @ 11,000	63.9 @ 9250	10.31 @ 134.5	3.37	434	38	7/00
Honda CBR1100XX ('97)	136.7 @ 9500	80.9 @ 7500	10.20 @ 134.5		556	39	2/97
Honda Gold Wing ('01)	104.1 @ 5500	109.9 @ 4250	12.78 @ 103.3	5.90	898	36	2/01
Honda GL1500C Valkyrie ('97)	95.9 @ 5500	96.1 @ 4000	12.13 @ 107.0		739	32	1/97
Honda RC51 ('00)	118.5 @ 9000	72.1 @ 7500	10.97 @ 128.2	4.94	489	38	8/00
Honda Shadow A.C.E. Tourer ('98)			13.91 @ 92.2		663	37	7/97
Honda ST1100 ABSII-TCS ('96)	87.0 @ 7250	72.2 @ 5250	12.40 @ 106.0		726	42	8/96
Honda Valkyrie Interstate ('99)	97.1 @ 5750	97.3 @ 4500	12.76 @ 100.8	6.38	859	31	8/99
Honda VFR800F Interceptor ('98)	97.0 @ 10,500	54.9 @ 8500	11.14 @ 122.2	5.23	515	38	8/99
Honda VTR1000F Super Hawk ('00)	100.7 @ 8250	67.0 @ 6250	11.47 @ 119.4	5.00	480	31	6/00
Kawasaki Vulcan 1500 Classic FI ('00)	54.6 @ 5000	73.6 @ 2500	14.07 @ 92.6	9.43	727	41	9/00
Kawasaki Vulcan 1500 Nomad ('99)	51.0 @ 4500	72.3 @ 2500	15.33 @ 85.8	8.27	775	34	12/98
Kawasaki W650 ('00)	44.8 @ 6750	38.4 @ 5250	14.19 @ 90.4	9.36	473	44	8/00
Kawasaki ZX-6R Ninja ('00)	96.2 @ 12,500	44.7 @ 10,250	11.38 @ 120.5	5.26	434	43	8/00
Kawasaki ZX-7R Ninja ('96)	114.5 @ 11,250	57.1 @ 9000	10.82 @ 129.7		519	39	4/96
Kawasaki ZX-9R Ninja ('00)	131.4 @ 10,500	71.7 @ 9000	10.26 @ 133.9	3.41	466	38	7/00
Kawasaki ZX-12R Ninja('00)	162.7 @ 10,000	93.7 @ 7500	9.96 @ 142.3	3.23	547	37	6/00
Moto Guzzi Sport 1100i ('97)	73.3 @ 7000	61.5 @ 5750	12.79 @ 105.5	5.20	538	39	8/97
Moto Guzzi V11 Jackal ('00)	63.2 @ 6500	59.9 @ 5250	13.74 @ 98.0	7.60	564	42	2/00
Moto Guzzi V11 Sport ('00)	80.6 @ 7750	65.0 @ 5750	12.18 @ 110.9	5.14	546	40	10/00
MV Agusta F4 Strada ('00)	114.6 @ 12,750	52.6 @ 10,250	11.09 @ 128.0	4.86	480	33	9/00
Suzuki Bandit 600S ('00)	72.9 @ 10,750	38.6 @ 9000	12.59 @ 106.8	6.76	510	40	5/00
Suzuki Bandit 1200S ('01)	101.6 @ 8250	71.8 @ 7250	11.15 @ 121.8	4.02	543	40	10/00
Suzuki GSX1300R Hayabusa ('99)	156.1 @ 9500	99.0 @ 6750	10.34 @ 140.8	2.70	550	36	6/99
Suzuki GSX-R600 ('01)	100.5 @ 13,000	45.6 @ 10,750	10.80 @ 125.4	5.33	423	39	2/01
Suzuki GSX-R750 ('00)	123.0 @ 12,500	57.7 @ 10,000	10.26 @ 135.6	4.11	426	36	7/00
Suzuki GSX-R1100 ('96)	123.4 @ 9500	75.9 @ 7000	10.50 @ 129.5		554	41	*10/97*
Suzuki SV650S ('01)	65.8 @ 9250	42.6 @ 7500	12.60 @ 109.4	5.13	428	42	1/01
Suzuki TL1000S ('00)	106.1 @ 8250	69.1 @ 6500	11.15 @ 121.1	4.61	487	42	6/00
Suzuki TL1000R ('98)	121.1 @ 9000	74.9 @ 7250	10.76 @ 129.1	4.30	505	40	*10/98*
Triumph Legend TT ('00)	67.4 @ 7750	51.9 @ 4000	13.32 @ 96.7	5.87	522	33	8/00
Triumph Sprint RS ('00)	93.6 @ 9250	61.5 @ 5250	11.76 @ 110.4	4.77	512	34	6/00
Triumph Sprint ST ('99)	102.8 @ 9250	65.2 @ 5250	11.53 @ 116.3	3.83	530	45	8/99
Triumph T509 Speed Triple ('97)	83.4 @ 9000	53.5 @ 7500	11.71 @ 114.1	4.59	477	37	*8/97*
Triumph T595 Daytona ('97)	108.8 @ 9500	67.9 @ 7500	10.80 @ 126.4	3.55	490	34	10/97
Triumph Tiger ('99)	72.0 @ 8250	48.1 @ 5750	13.15 @ 101.1	6.51	550	42	12/99
Yamaha Road Star ('99)	56.8 @ 4000	88.5 @ 2250	14.44 @ 88.9		740	43	7/99
Yamaha Royal Star Tour Deluxe ('97)			14.57 @ 90.0		793	37	7/97
Yamaha Royal Star Venture ('99)	81.7 @ 6000	79.7 @ 4500	13.66 @ 93.6	8.74	890	32	8/99
Yamaha V-Max ('97)	118.2 @ 8500	84.6 @ 6000	10.87 @ 124.0		616	33	1/97
Yamaha YZF600R ('97)	88.5 @ 11,000	45.9 @ 9750	11.31 @ 118.9	4.96	485	44	5/97
Yamaha YZF-R1 ('00)	127.8 @ 10,250	72.2 @ 8500	10.29 @ 135.3	3.02	443	39	7/00
Yamaha YZF-R6 ('00)	96.4 @ 12,500	42.4 @ 10,750	11.23 @ 123.2	5.29	425	38	8/00
Victory V92C ('98)	56.0 @ 4850	74.9 @ 3300	14.28 @ 90.0		692	38	7/99

* Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury).
**Months listed in italics are issues the motorcycle was tested in *Sport Rider*.
Test numbers used here generated by the *Motorcyclist* staff using a Dynojet 150 rear-wheel dynamometer, Intercomp SWII digital scale and Los Angeles County Raceway's quarter-mile strip utilizing a Chrondek timing system.

archive

WES ALLISON

BMW K75 1986–1995

BMW AMAZED A LOT OF PEOPLE when it introduced the K75. In 1985, the company launched the K100 inline-fours and announced that other, smaller-displacement versions were coming. What a surprise to find that the K75, released here in 1986, was merely a K100 with the front cylinder lopped off, a 120-degree crankshaft fitted into the laydown cases and a balance shaft inserted to quell vibration; same bodywork, same transmission and same frame, except for reangled forward down tubes. (The engine was a stressed member.)

More of a surprise was how well the K75 worked. Riders complained of the K100's annoying vibration and unwieldy nature. Although not powerful, the first K75s were quick enough, and the cadence of the triple was soothing next to the four's antsy tattoo. Not much lighter than the K100s, the K75s were nonetheless more agile and more sporting.

Initially, the United States got two versions, the K75C (with a small cockpit fairing) and the K75T (with a windshield).

Not much lighter than the K100s, the K75s were nonetheless more agile and more sporting.

New plastic saddlebags were optional and mounted to integrated brackets. A sportier version, the K75S, debuted in 1987 with a frame-mounted half-fairing, firmer suspension and lower handlebars. Models floated in and out of the lineup through 1991, when antilock brakes were made optional. Two years earlier, the K100RT's full-fairing was grafted onto the triple's nose to make the K75RT.

BMW eventually killed the triple at the end of 1995 when the 850cc version of the new-generation Oilhead got close enough in price to crowd the K75's market segment.

Today, K75s are plentiful on the used market, though in typical BMW fashion, many have big numbers on the odometer. Look for proper maintenance (a bike with a service booklet full of dealer stamps is desirable), particularly for rigorous lubing of the transmission input-shaft splines. Not keeping up with this bit of maintenance will lead to gearbox trouble. Instrument problems are also common but can be remedied by sealing the cluster. Prices range from approximately $2700 for a 1986 K75T to around $7100 for a 1995 K75RT with ABS.

—Marc Cook

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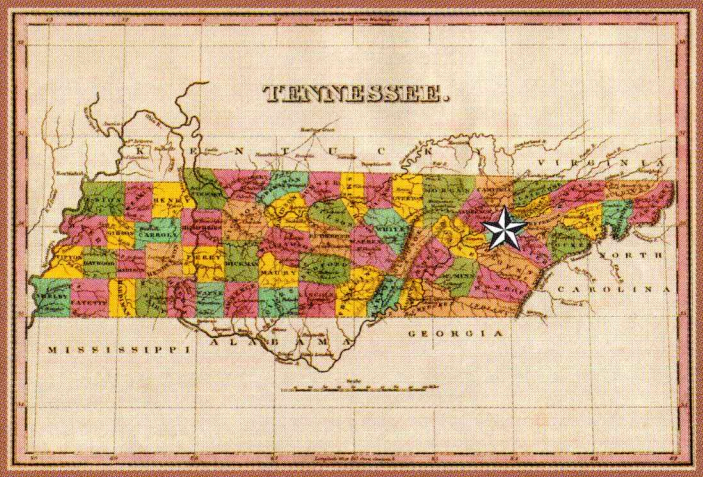
THIS YEAR WE AIMED A LITTLE HIGHER.

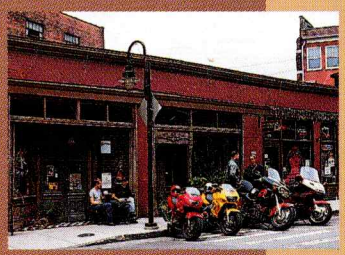
(AND TO THE LEFT.)



This year the Hoot's got a whole new home.

115 miles west of Asheville lies Knoxville, Tennessee, home to the 8th annual Honda Hoot.™ This June 20th through the 23rd, riders from all over the country will descend on Knoxville for the greatest motorcycle vacation of all time. The new location guarantees that even Hoot veterans will find tons of new things to do. Imagine cruising down the Tennessee River on an old-fashioned paddleboat, enjoying "Breakfast with the Beasts" at the famous Knoxville Zoo or spending an afternoon at Dollywood. You can take a relaxing float trip down the Pigeon River, or you can try your hand at whitewater rafting. And when it comes to riding, you'll be able to explore some of the best roads Tennessee has to offer. Take a self-guided tour through the Cumberland Gap and hike to an overlook where you can stare down on three different states. Or enjoy a cruise over the massive Norris Dam. But just because we're in a new location, doesn't mean we've forgotten what makes the Hoot great. You'll still be able to take demo rides on the hottest new products from Aprilia, BMW, Buell, Ducati, Honda, Kawasaki, Suzuki, Triumph and Yamaha. There'll be vendor shows, great parties and entertainment and our annual Ride for Kids charity event. So if you're looking for the ultimate motorcycle vacation, the place to be this June is the Honda Hoot in Knoxville. Because this year, we aim to give you the ride of your life. Just call 1-800-347-1289,* and we'll send you everything you need to register. Or for more information, check out www.hondahoot.com.

The Great Smoky Mountain Honda Hoot 2001



Ride for Kids

HONDA
Rider's Club of America

*Or write to Honda Hoot 2001, 1500 Quail Street #550, Newport Beach, CA 92660-2748. ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. Honda Hoot and Honda Rider's Club of America are trademarks of Honda Motor Co., Ltd. ©2000 American Honda Motor Co., Inc. (12/00)

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